COMET MODELS

M58 LMS STANIER NON-GANGWAYED BRAKE THIRD (BT) D1964/1964A

D1964: 64 built 1936; last withdrawn 1956*-1967; none preserved 57'
D1964A: 373 built 1937-1951; withdrawn 1957-1967; none preserved**
*** - 1 withdrawn before 1948; ** - 2 withdrawn before 1948**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. The two diagrams had differently placed roof vents and no smoking compartments but were otherwise identical. Later batches of D1964A had ridge dome vents rather than the shell type previously fitted.

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

D1964	20815-20878	built 1936	Derby			
D1964A	20879-20927	built 1937/8	Derby	21082-21131[2]	built 1951	Gloucs C&W
	20928-21021	built 1938	Derby	21132-21251[2]	built 1951	Wolverton
	21022-21081[1]	built 1949	Wolverton			

[1] LMS livery, no insignia
[2] BR carmine, ridge dome vents

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 most were painted BR crimson, and later maroon.

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.

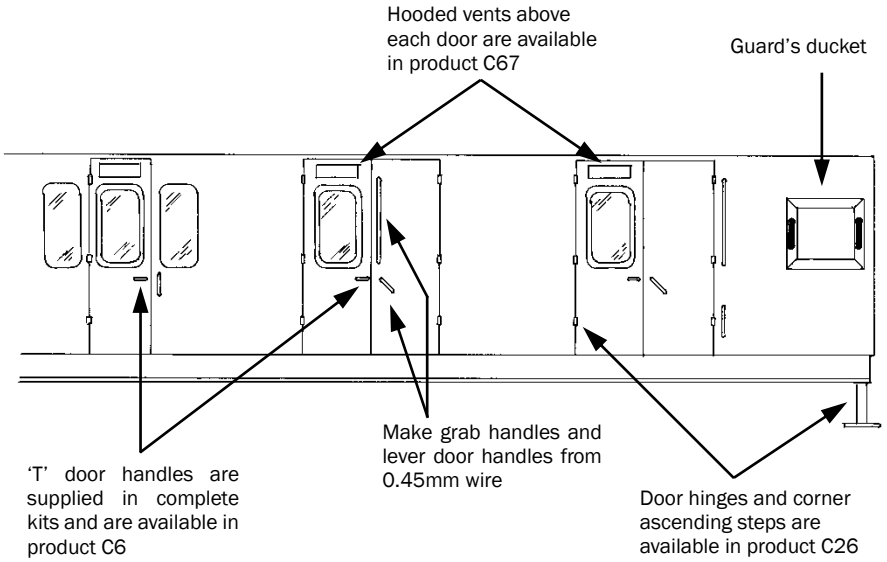
Further information

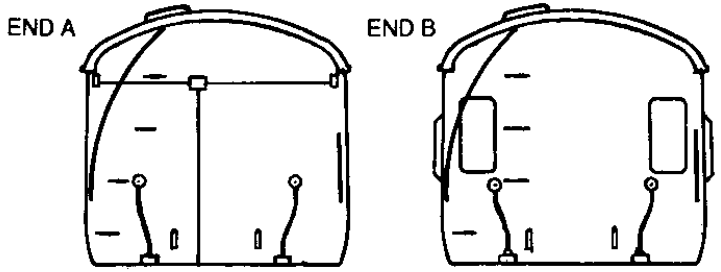
LMS Standard Coaching Stock Vol. III	Jenkinson & Essery	OPC
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM3
Underframe castings	UCM1	Roof castings	RC2/3
Ends	EM4	End castings	ECM5
Roof	C10	Interior	INT5
Duckets	C15		

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

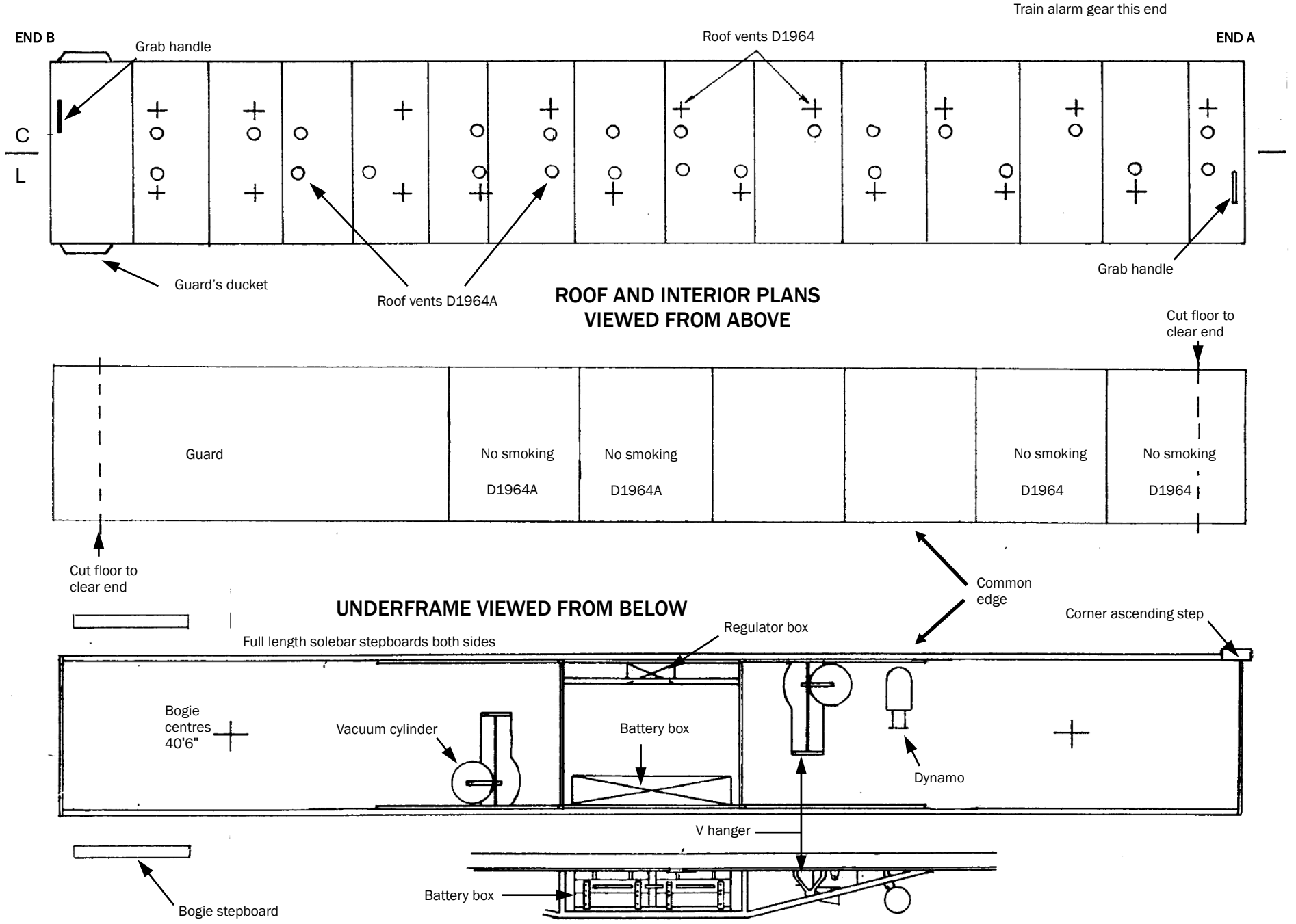




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D1964/1964A


Train alarm gear this end
END B
END A
Grab handle
Roof vents D1964
C
L
Guard's ducket
Roof vents D1964A
Grab handle
ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE
Cut floor to clear end
Guard
No smoking
D1964A
No smoking
D1964A
No smoking
D1964
No smoking
D1964
Cut floor to clear end
Common edge
UNDERFRAME VIEWED FROM BELOW
Corner ascending step
Regulator box
Full length solebar stepboards both sides
Bogie centres 40'6"
Vacuum cylinder
Battery box
Dynamo
V hanger
Battery box
Bogie stepboard