COMET MODELS

M64 LMS STANIER NON-GANGWAYED COMPOSITE (C) D1921/1921A

D1921: 77 built 1934-1935; withdrawn 1962*-1966; none preserved 57'
D1921A: 183 built 1936-1950; withdrawn 1960*-1966; none preserved
*** - 1 withdrawn before 1948**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.

The suburban composite was a very useful vehicle as evidenced by the numbers built, 730 by the LMS and a further 161 by BR. Of these, 260 were to the above diagrams. 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. D1921A differed in being 3" narrower over the stepboards than D1921, and slightly lower over the roof vents.

Sample formations

BT/**C**/BT BT/**C**/T/BT BT/**C**/BT/BT/T/BT

Glasgow-Stranraer 1949 TK/CK/BTK/CK/BTK/**C**/T/T

Running numbers

D1921					
16570-16594	built 1934	Derby	16615-16644	built 1935	Derby
16595-16614	built 1934	Derby	17920/17921*	built 1935	Derby
D1921A					
16645-16671	built 1936	Derby	16747-16796	built 1949[1]	Derby
16672-16706	built 1938	Wolverton	17923-17942*	built 1949[1]	Derby
17922*	built 1938	Wolverton	19377-19386*	built 1950[2]	Wolverton
16707-16746	built 1939	Wolverton			

*Motor fitted [1]LMS livery, no insignia [2]BR livery, ridge dome vents

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.

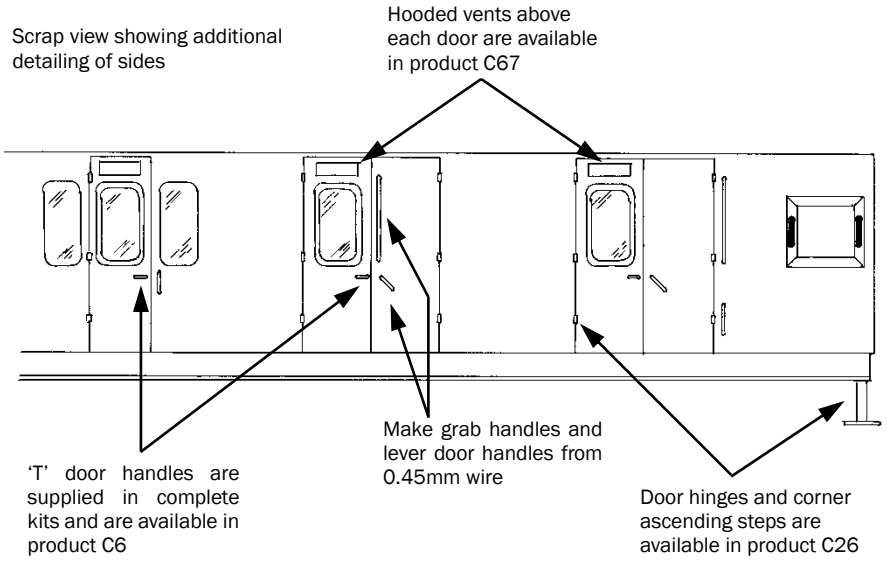
Further information

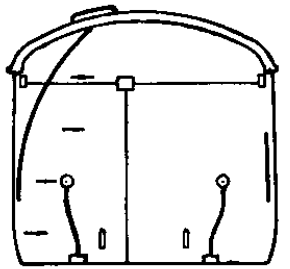
LMS Standard Coaching Stock Vol. III	Jenkinson & Essery	OPC
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2
Ends	EM3	End castings	ECM5
Roof	C10	Interior	INT5

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





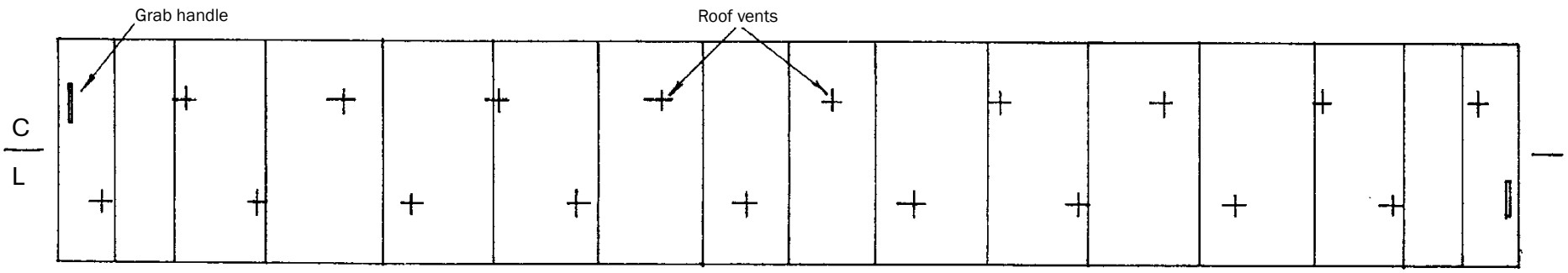
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

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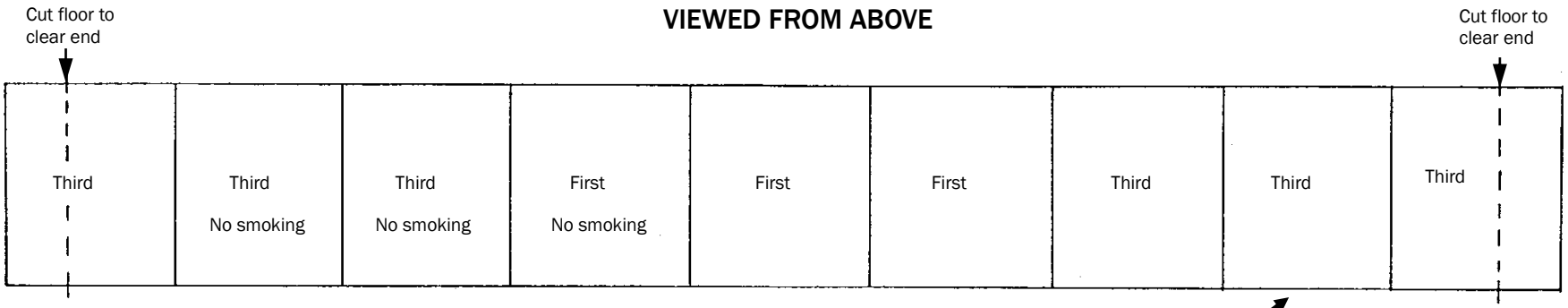
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D1921/1921A

Train alarm gear this end



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

