

M3 LMS Period I CORRIDOR THIRD

D1695

Introduced 1924, last withdrawn 1964

57'

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 standard Period I all third and were built to a total of 235 between 1924 and 1928. The "all door" designation was a carry over from Midland Railway style in having a door to each compartment. The first two lots (25 coaches) even had MR style commode handles. Of the final 75 some 60 were used in France during the Second World War and only about half returned.

Sample formations

Thames Clyde 1927 BG/TK/TO/RTO/RK/FO/BFK

St Pancras-Edinburgh 1927 BG/TK/SLF/TK/CK/BG

Running numbers

1262-1296	built 1924 at Derby	1342-1421	built 1926 at Derby
1297-1341	built 1925 at Derby	1422-1496	built 1928 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 gold leaf, later 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.

Early coaches received lead grey roofs with black between the cantrail and rainstrip. All steel and later flush sided coaches had a metallic aluminium paint finish. However, in service the roof quickly took on an overall muddy grey colour.

Underframes and bogies were finished in black

Further information

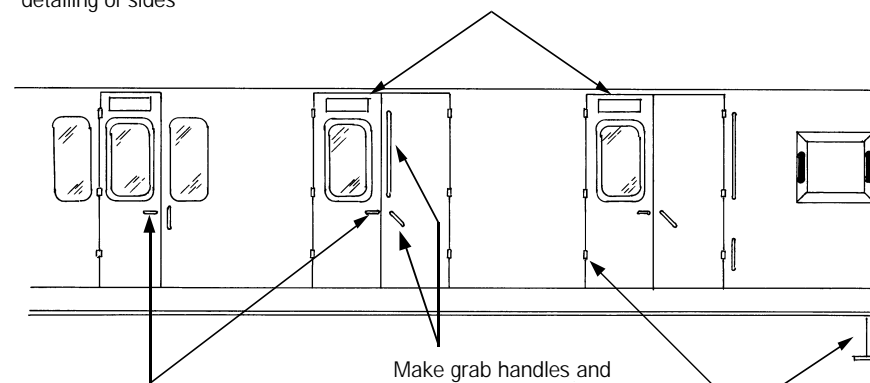
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan

COMET MODELS coach components required to complete this coach are as follows

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM1	End castings	ECM1
Roof	C10	Interior	INT1

Scrap view showing additional detailing of sides

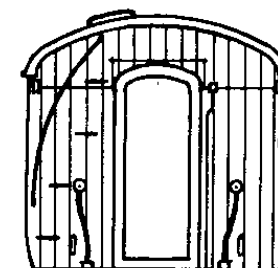
Louvered vents above doors.



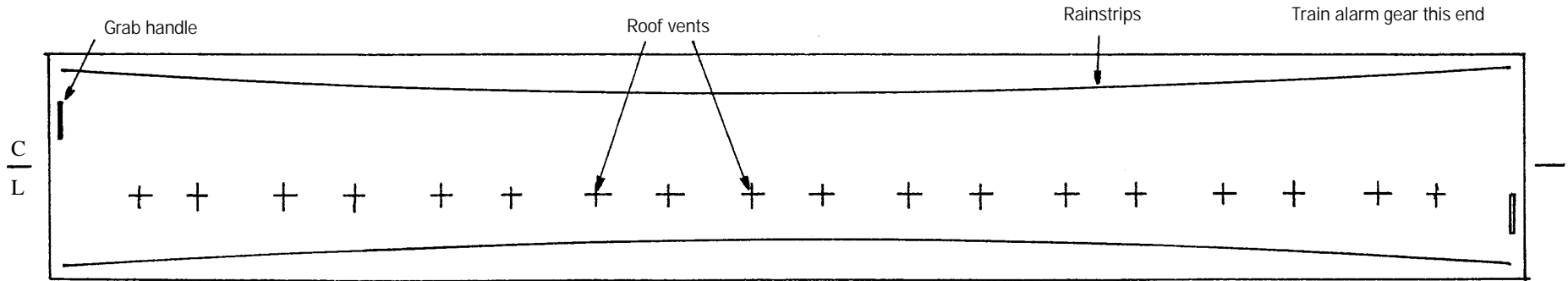
'T' door handles are supplied in complete kits and are available in product C6

Make grab handles and lever door handles from 0.45mm wire

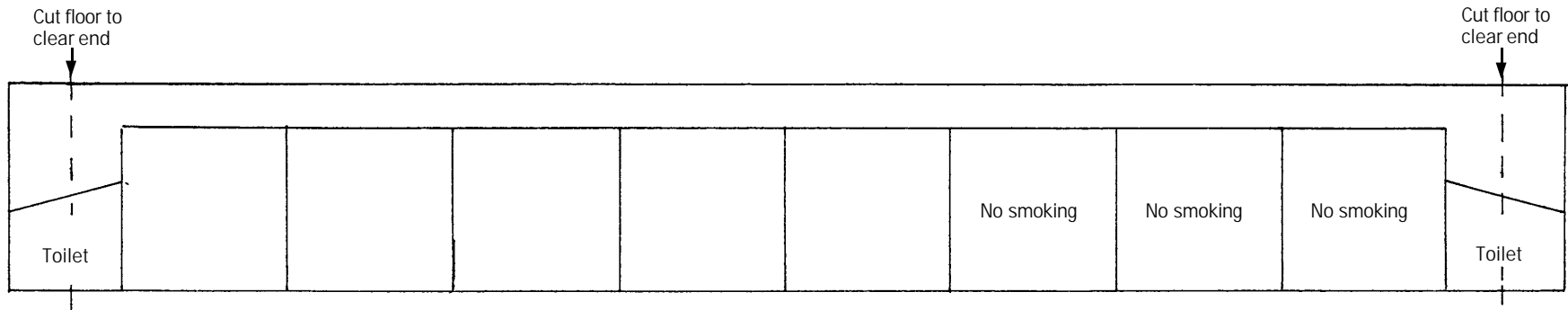
Door hinges and corner ascending steps are available in product C26



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



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

