

## M37 LMS Stanier CORRIDOR THIRD

D1899

Introduced 1933, last withdrawn 1966

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.

With the eventual exception of D2119 (COMET MODELS M38) these coaches were the most numerous to any one design on the LMS. Between 1933 and 1938 a total of 611 were produced. They were typical, or even archetypal, of the early Stanier stock with characteristic sliding ventilators with small fixed elements, toilet windows with a fall back top section, shell vents and transverse cover strips over the roof panel joints. As a general service coach they would have been seen over the whole of the LMS and BR(MR). No layout of the period should be without one or several.

### Sample formations

Midday Scot 1938	BCK*/BG/TK/TK/CK/TO/RT/Semi-FO/BFK/BTK/RT/TK/TK/BTK
	Glasgow                                             Edinburgh
	* GWR through coach from Plymouth
Yorkshireman 1947	TO/TO/BTK/TK/TK/TK/TK/RTO/RF/FO/BFK
Thames-Clyde 1949	TO/BTK/TK/TK/TK/TK/TO/RF/FK/BFK/BG
St Pancras-Edinburgh 1955	BG/SLC/SLC/SLT/SLF/CK/CK/TK/TK/TK/BG
Midland corridor sets	BTK/TK/TK/BFK BTK/TK/CK/BTK

### Running numbers

1537-1571	built 1933 at Derby	1951-2000	built 1936 at Derby
1572-1740	built 1934 at Derby	2001-2040	built 1937 at Wolverton
1741-1860	built 1934 at Wolverton	2041-2129	built 1938 at Wolverton
1861-1925	built 1935 at Derby	2130-2147	built 1939 at Wolverton
1926-1950	built 1936/7 at Derby		

### 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 first 69 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 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.

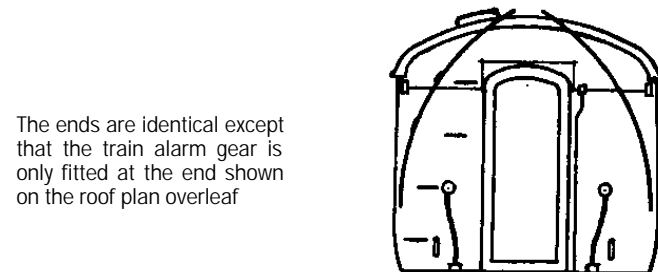
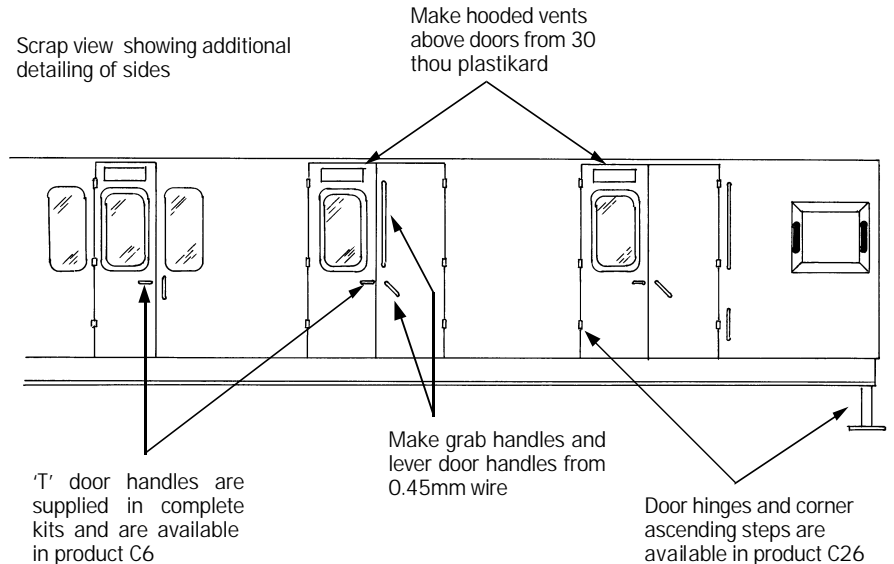
Underframes and bogies were finished in black

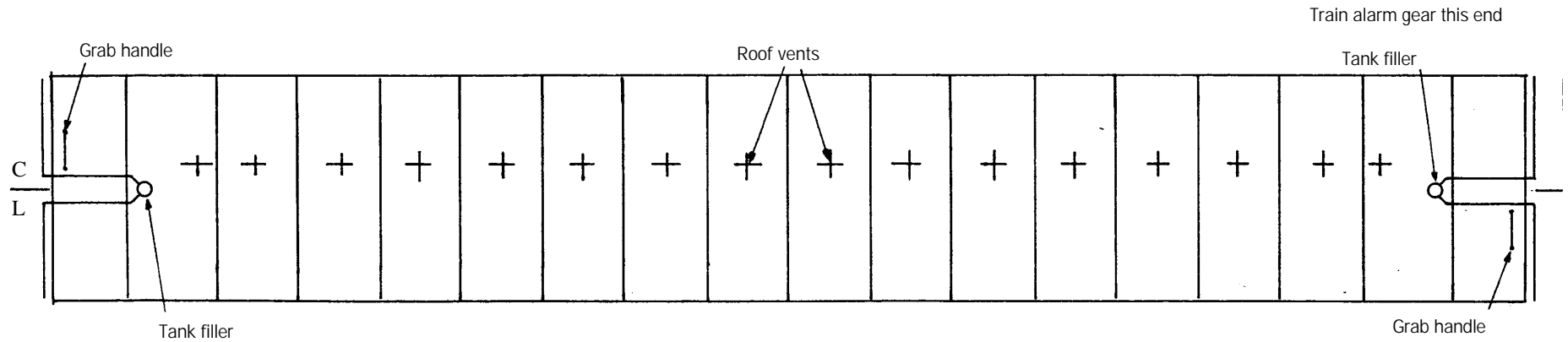
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2
Ends	EM3	End castings	ECM2
Roof	C10	Interior	INT2

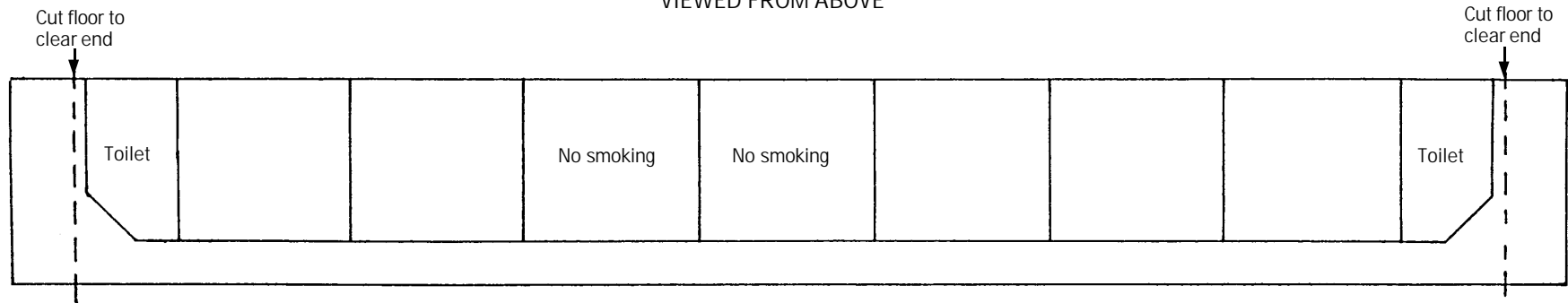
### Further information

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





ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

