

## M56 LMS Stanier FULL BRAKE

D1854/2007

Introduced 1932, last withdrawn 1970's

50'

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 Stanier full brakes were built to a total of 384 between 1932 and 1947 for use in passenger trains, parcels trains and in newspaper distribution. The first coaches to the earlier diagram, built 1932/4, were transitional in that they appeared in full livery and many were fitted with torpedo roof vents. The later diagram was built from 1938 to 1947 and had shell vents, though some in the last batch were fitted with the ridged dome type used on the contemporary 'Porthole' stock. Both riveted and welded bogies were fitted and the last 189 of the D2007 coaches had no waist beading. Those built in 1944 had second hand underframes. Given these variations, photographs should be consulted if you are concerned to portray a particular example.

### Sample formations

Inverness-Kyle 1949

POS/BG/BG/TK/CK/CK/TK/BG

Irish Mail 1949

BG/SLT/SLT/TK/TK/TO/TO/FO/FK/BG/BG/BG

St Pancras-Glasgow 1955

BG/BG/BTK/TK/TK/SLT/SLF/SLF/CK/BG

### Running numbers

D1854	30908-30932	built 1932/3	Derby	30958-30963	built 1934	Wolverton
	30933-30957	built 1933	Derby			
D2007	30964-30988	built 1938	Wolverton	31109-31158	built 1940/41	Derby
	30989-31013	built 1938/9	Wolverton	31159-31319	built 1941	Wolverton
	31014-31038	built 1939	Wolverton	31320-31323	built 1944	Wolverton
	31039-31050	built 1940	Derby	31324-31348	built 1947	Wolverton
	31051-31108	built 1939/40	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 'psuedo-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. A few received the full crimson and cream livery for use with matching passenger stock.

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.

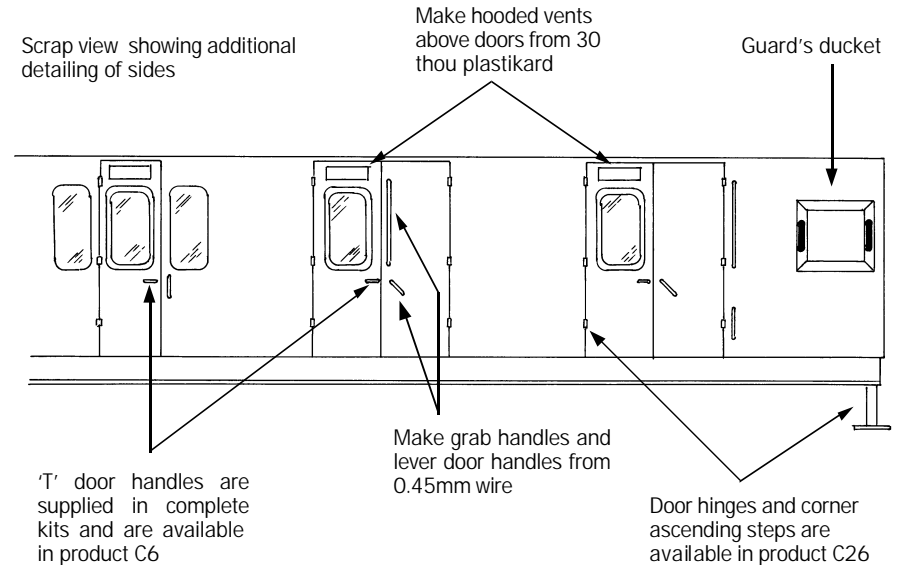
Underframes and bogies were finished in black

### Further information

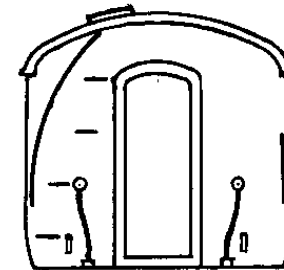
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

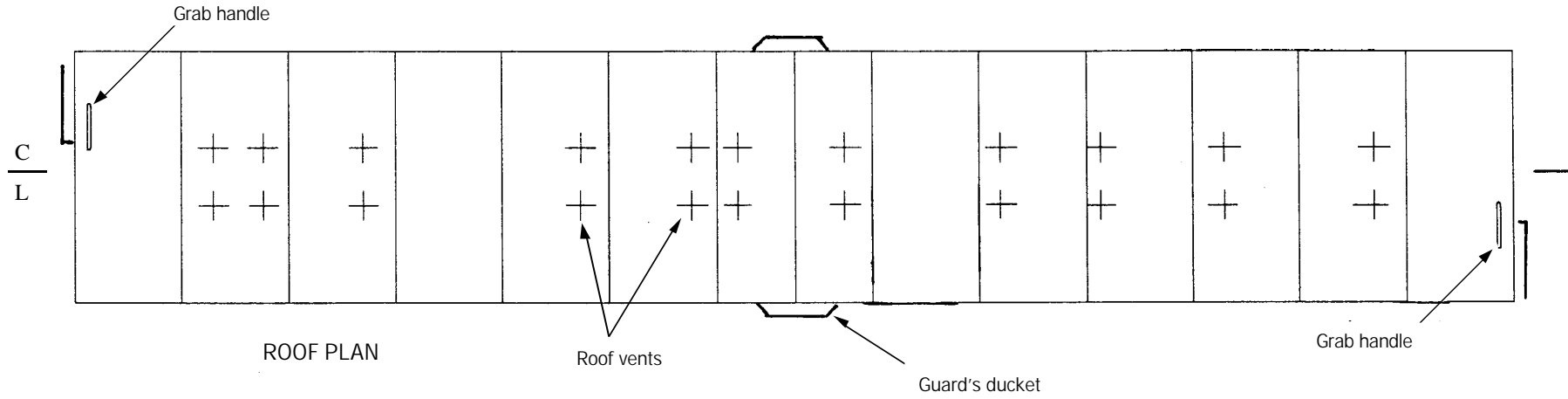
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM3	Bogies	BM2/3
Underframe castings	UCM1	Roof castings	RC1/2/3
Ends	EM3	End castings	ECM2
Roof	C10	Duckets	C15



The ends are identical





UNDERFRAME VIEWED FROM BELOW

