

M57 LMS Stanier NON-CORRIDOR THIRD

D1906/1906A/2124

Introduced 1933, last withdrawn 1967

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 used in urban areas on local and commuter trains in formations of two to six coaches, often hauled by quick accelerating tank engines. D1906A differed in the position of non-smoking accommodation. D2124 had repositioned roof vents

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

D1906	15858/9* 11628-11679 11680-11704	built 1933 built 1933 built 1934	Derby Derby Derby	11717-11741 12158-12197 12198-12227	built 1935 built 1939 built 1939/40	Derby Wolverton Wolverton
D1906A	11742-11851 11852-11911 11912-12021	built 1936 built 1937 built 1937	Wolverton Derby Wolverton	12022-12157 15860*	built 1938 built 1938	Wolverton Wolverton
D2124	15862-15891 ¹ 12228-12267 ³	built 1949 built 1951	Derby Wolverton	15892-115906 ²	built 1950	Wolverton

*Motor fitted ¹ simple livery, no insignia ² BR lined crimson ³ BR crimson

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 '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.

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.

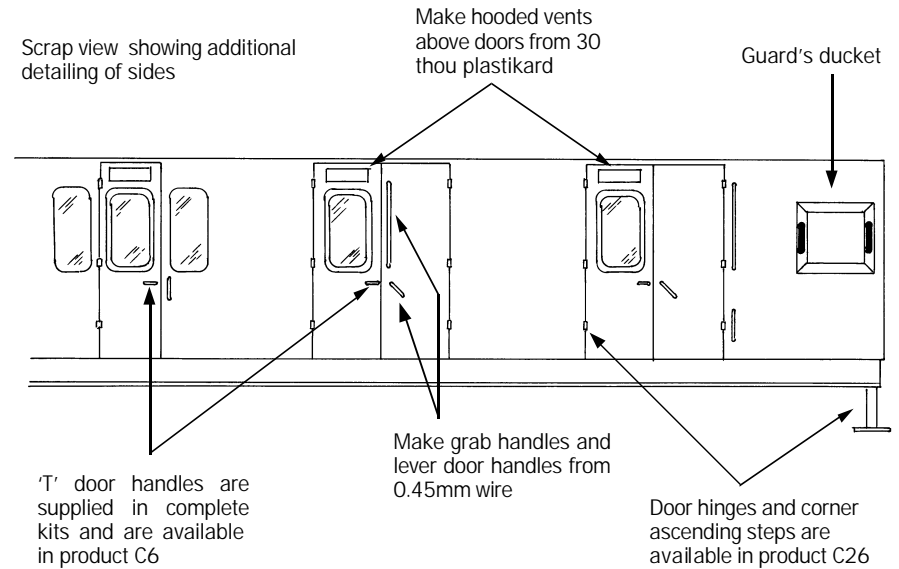
Underframes and bogies were finished in black

Further information

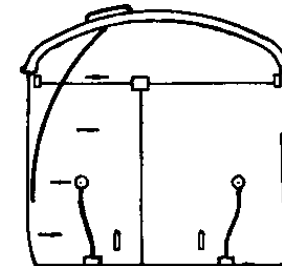
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

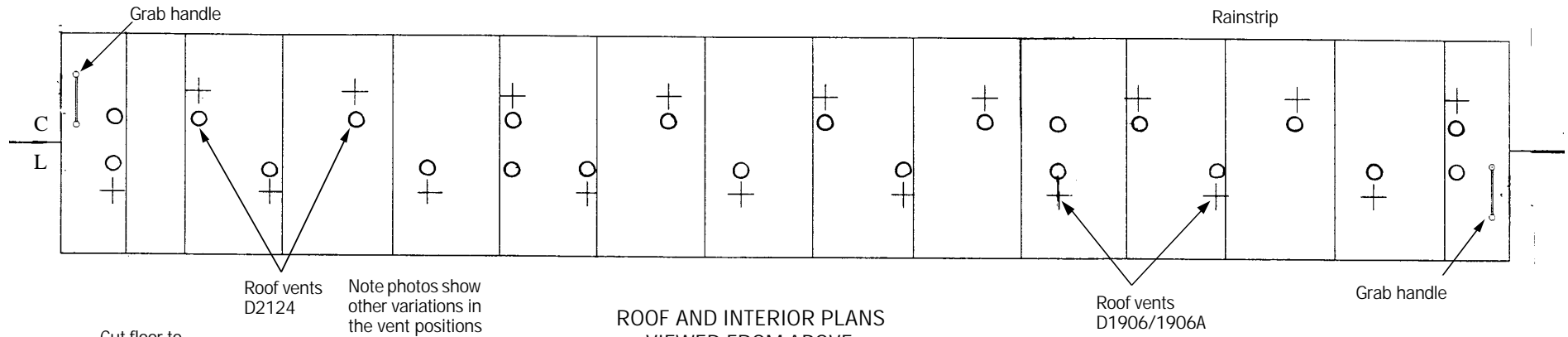
COMET MODELS coach components required to complete this coach are as follows

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

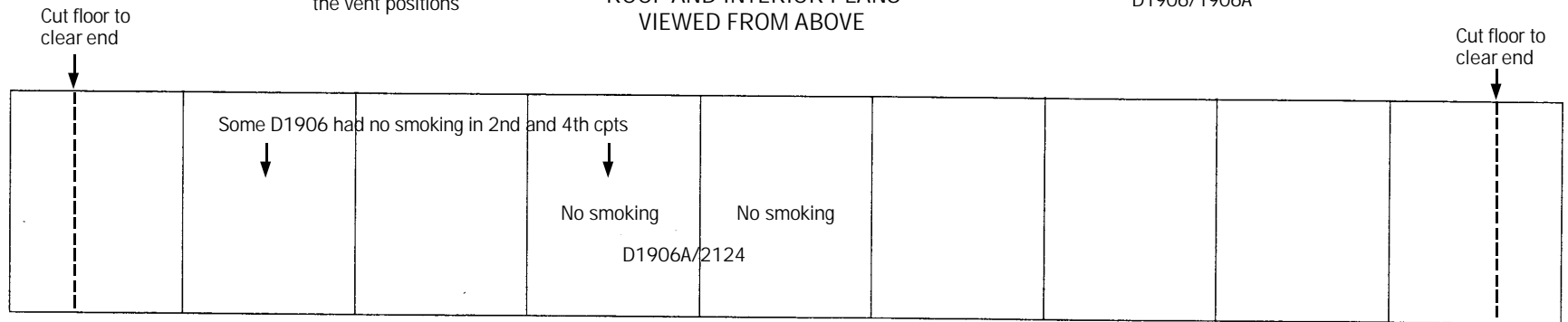


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf





ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

