

M59 LMS Stanier FULL BRAKE (STOVE R)

D1796/2000

Introduced 1932, last withdrawn 1970's

31'

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 distinctive 6 wheeled coaches were amongst the first of the Stanier era designs. They were built to a total of 120 between 1932 and 1940 for use in passenger trains, parcels trains and in newspaper distribution. The first coaches to the earlier diagram, built 1932/3, were transitional in that they appeared in full livery and some were fitted with torpedo roof vents. They had beading strips at the waistline and above the windows. Due to their having only 6 wheels they were later banned from use in express passenger trains, after which they were confined to parcels services.

Running numbers

D1796
32900-32924 built 1932 Wolverton 32925-32974 built 1933 Wolverton

Full livery with torpedo vents. Beading strips at waist and above windows.

D2000
32975-32999 built 1938 Wolverton 33000-33019 built 1940 Wolverton

Simple livery. Most had shell 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 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.

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.

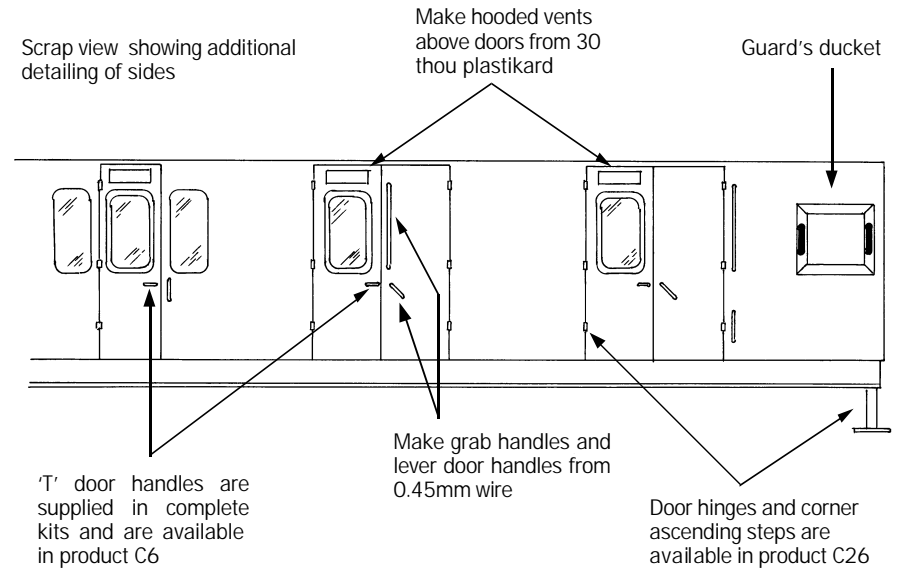
Underframes and bogies were finished in black

Further information

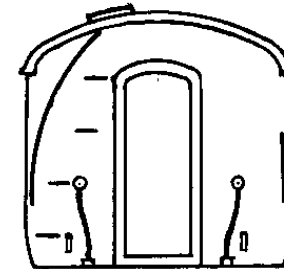
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan

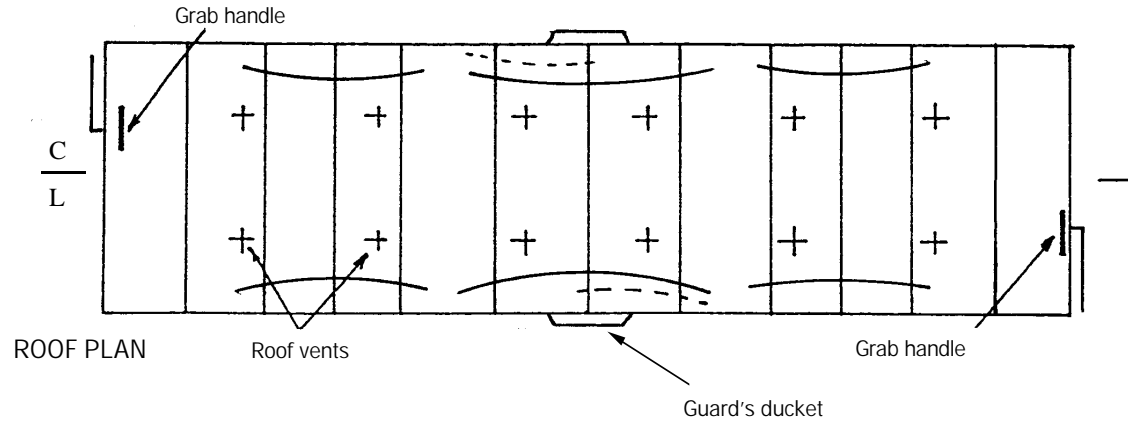
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM5	'W' irons	C7
Underframe castings	UCW1	Axle boxes & springs	C17
Ends	EM3	End castings	ECM2
Roof	C10	Roof castings	RC1/2
Duckets	C15	Clasp brake shoes	C14



The ends are identical





UNDERFRAME VIEWED FROM BELOW

