

M65 LMS Stanier ARTICULATED STOCK OPEN BRAKE THIRD+OPEN THIRD

D1965

Introduced 1937, last withdrawn 1965

54'3"+54'3"

These etched sides can be built into complete coaches 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 LMS did not make great use of articulated sets, largely due to the disparate needs of the operating divisions, some of which had rather severe weight restrictions. Three types were introduced which were assembled as three different pairings. This diagram was for the BTO+TO pair. The others were for a TO+TO to D1966 and a TO+CO to D1967, both of which are available as COMET MODELS M66. They were useful coaches which operated in high density and excursion traffic as well as express passenger workings. Their appearance was distinctive not only by their being articulated but also because they rode on centrally trussed underframes.

For the modeller these sets are a good choice to help to achieve variety within a minimum train length and prototypical, or judiciously pruned, formation.

Sample formations

Euston-Wolverhampton 1949 TK/TK/BTK/TO+BTO/CO+TO/TO+TO/RK/FO/FO/CK/BFK

Running numbers

52500-52543 built 1937 Derby
The TO took the lower even number and the BTO the higher odd number in each set.

Livery

The LMS coach body colour was maroon with black ends. 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.

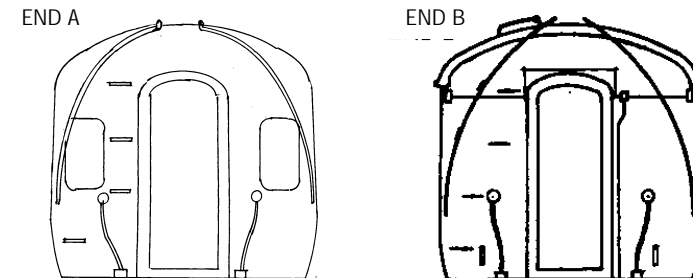
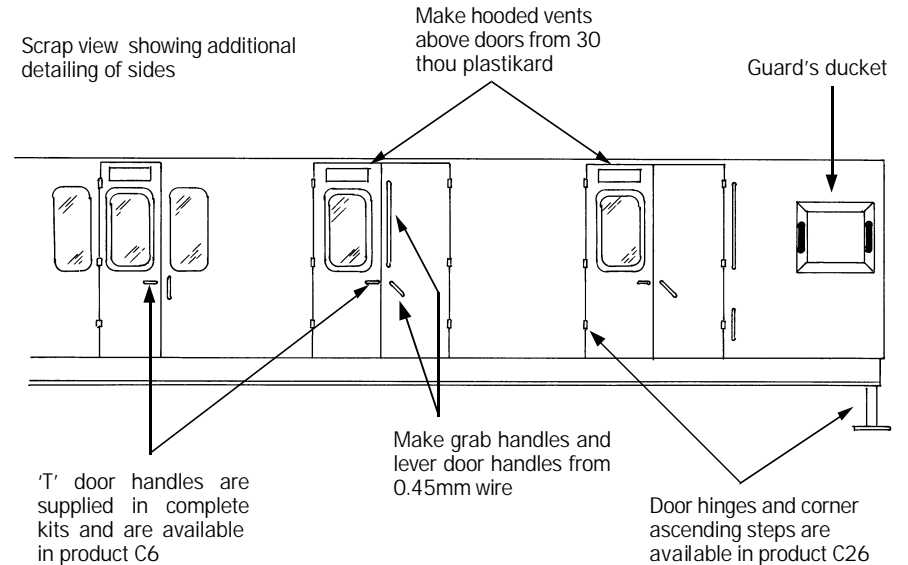
Underframes and bogies were finished in black

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

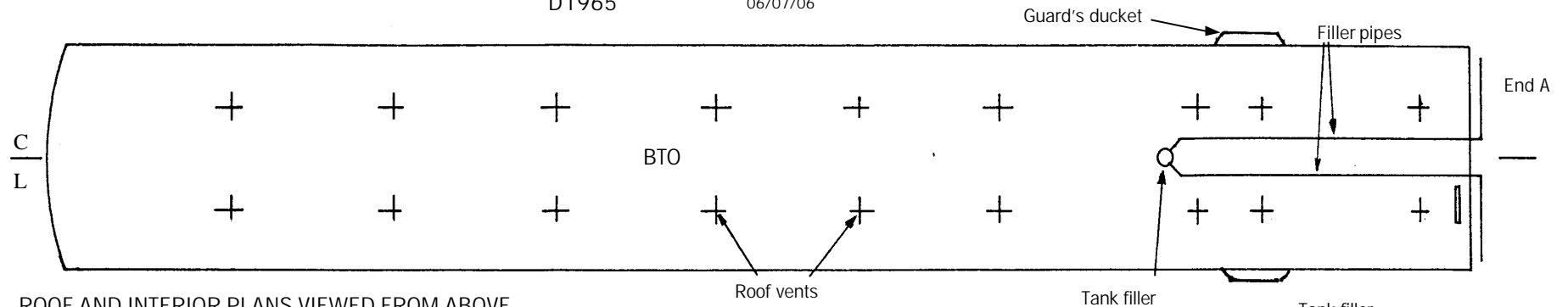
Underframe	UM4	Bogies	BM3
Underframe castings	UCM1	Roof castings	RC2
Ends	Special	End castings	ECM2
Roof	C10	Interior	INT3
Duckets	C15		



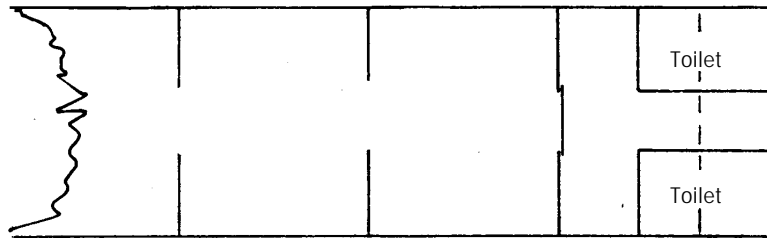
The inner ends are bowed for articulation and have corridor connections and jumper cables but are otherwise plain.

D1965

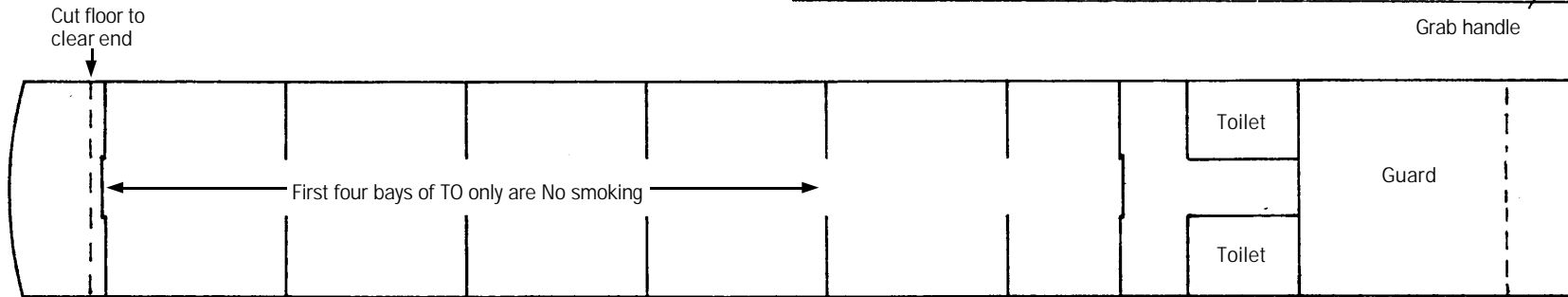
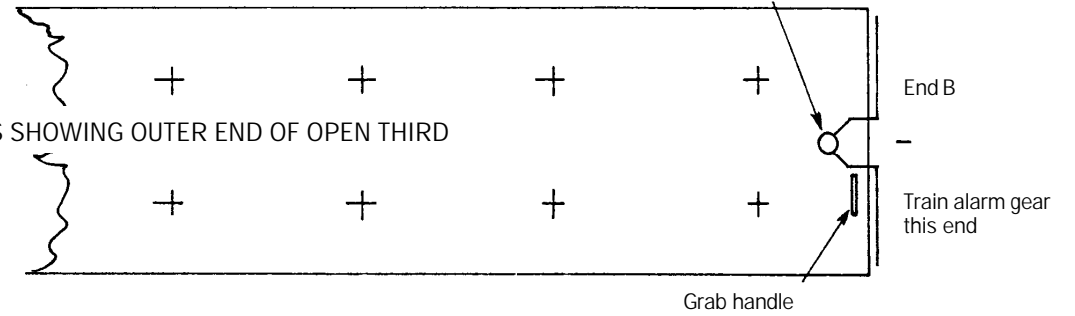
06/07/06



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



SCRAP VIEWS SHOWING OUTER END OF OPEN THIRD



UNDERFRAME VIEWED FROM BELOW

