

M97 LMS Period I NON-CORRIDOR LAVATORY BRAKE THIRD D1685

Introduced 1926, last withdrawn 1965 57'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.

The LMS introduced lavatory stock for the convenience of passengers on the longer suburban and some cross country services. To some extent they became redundant when such services were provided with older corridor coaches in the 1930's, giving all passengers access to toilets rather than just those in adjoining compartments as in these coaches. Originally the brake thirds and composites to D1686 (COMET MODELS M98) were supposed to run in sets, but in the 'anything goes' operating methods of the company they ran mixed in with other non-corridor stock, albeit made up into sets as traffic required.

The coaches are shown overleaf as having a standard 57' underframe. It would seem from available evidence that these coaches might have had 2 battery boxes (one on each side) and that power was supplied to the composites from this coach as there are photographs of the composites without battery box or regulator. We feel that this might have been the case whilst they ran as sets, but they would have been rebuilt with the standard arrangements when they were split up.

Sample formations

BTL/TL (with van inbound) **BTL/CL/BTL** **BTL/CL/CL/BTL**
 Manchester-North Wales 1949 **BTL/CL/BTL/BTK/TO/TO/CK/BCK/CK/BG**

Running numbers

25000-25049	built 1926/7	Derby	25100-25172	built 1928/9	Newton Heath
25050-25099	built 1927	Newton Heath	25173-25247	built 1928/9	Newton Heath

Livery

The LMS coach body colour was maroon. Ends were also maroon with the detail pick ed 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.

Early coaches received lead grey roofs with black between the cantrail and rainstrip. All steel and later flush sided coaches had a metallic aluminium paint finish. However, in service the roof quickly took on an overall muddy grey colour.

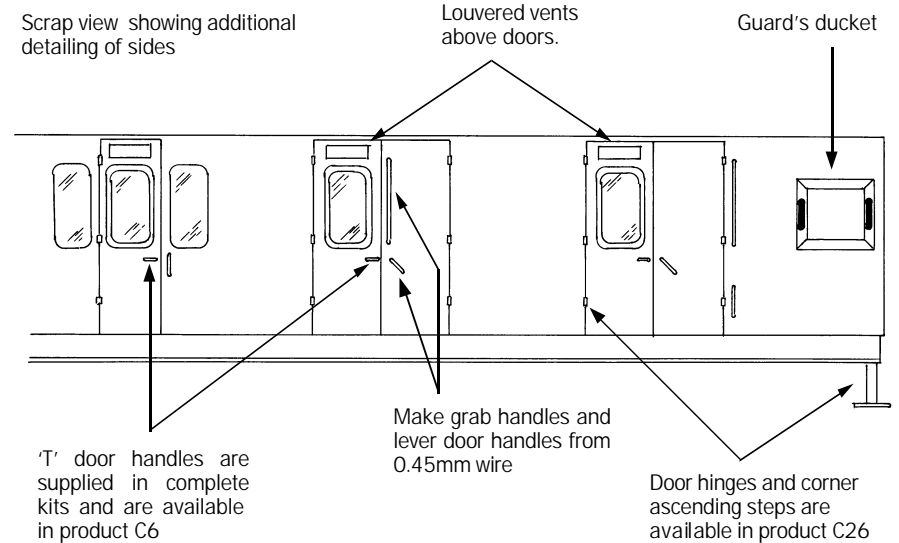
Underframes and bogies were finished in black

Further information

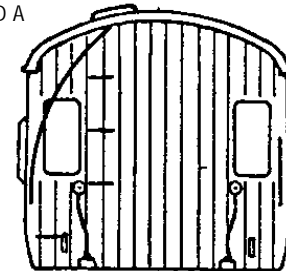
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

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

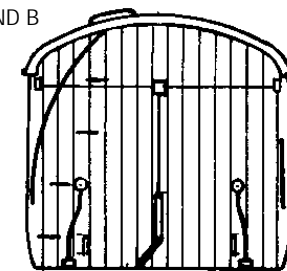
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM2	End castings	ECM5
Roof	C10	Interior	INT5
Duckets	C15		



END A



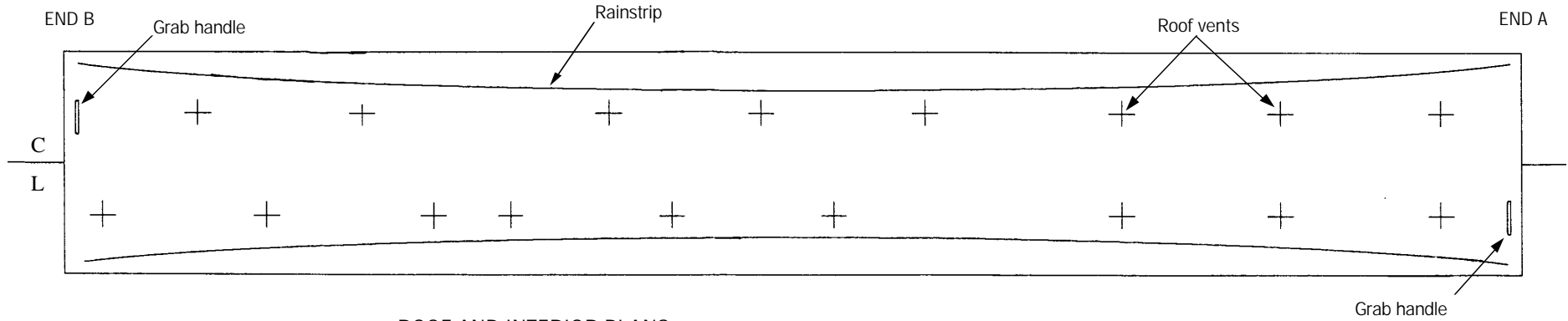
END B



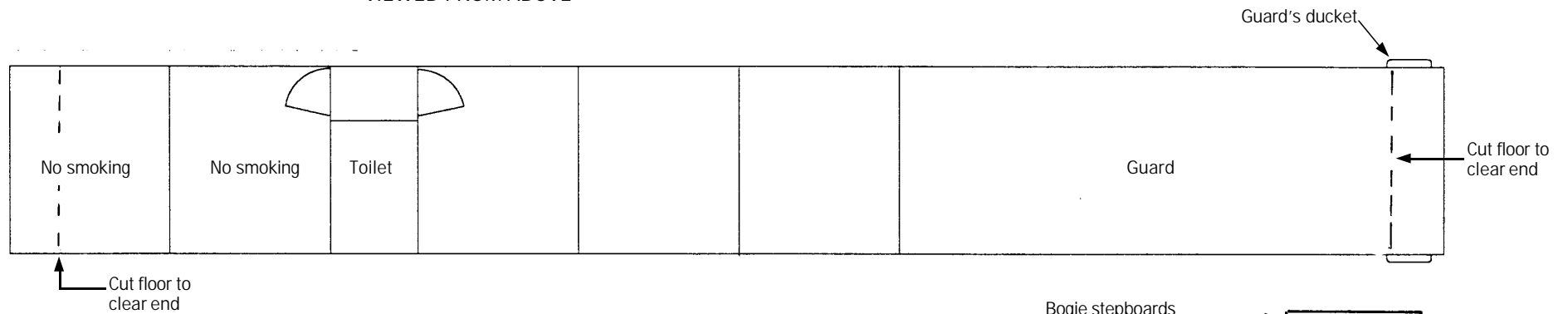
Train alarm gear this end

D1685

21/07/06



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

