

LMS Stanier corridor stock historical notes and diagram list

Upon coming to office as LMS CME, William Stanier embarked on a redesign of the coaching stock of the company. Until that point pre-group style designs with wood panelled sides had been the norm. The new Stanier designs (normally referred to as LMS Period 3 or P3) incorporated steel panelled sides and large flush glazed windows with characteristic large radius corners. Underframes and bogies however remained standard throughout the company's existence, although Stanier built welded types of both, with the riveted designs continuing to be built in parallel. Initially shallow window vents were employed, but by 1933 a deeper style had been standardised on. After the war, the design of toilet windows was changed to a round or 'porthole' style, with a modified window opening ventilator, and this period is sometimes referred to as P4, although there were very few other design changes from pre-war stock.

In large part, two coach lengths of 57' and 60' were used, the length being chosen to suit the dimensions of the standard compartment sizes. A few odd designs of greater length were used, and restaurant and sleeping cars were habitually so. As will be seen from the types produced, standardisation on a few types of body design was not on the LMS agenda!

Apart from one diagram of 57' stock (built in wartime on reused underframes) full brakes were built as 50' bogie vehicles and 31' 6 wheeled vehicles, an otherwise obsolete wheel arrangement for the post-grouping period on corridor stock.

For liveries, very early stock was painted in a full crimson lake livery with the panels of earlier stock reproduced on the flush coach sides. After 1934 this changed to a simplified livery of three horizontal lining stripes on the body sides. Coach ends were crimson lake until 1936, and black thereafter. Post-war the body side colour designation changed to maroon - although it is debatable if there was really a true colour change - and the font of the lettering was altered. Much of the stock was in fact built post-nationalisation and only carried BR liveries, first crimson and cream and later lined maroon. The sleeping cars, and BTK digram D2161 survived to carry corporate blue/grey, and the full brakes BR blue. The stock built or converted for the 1937 Coronation Scot sets carried a blue livery with striping.

Type	Compartments	Diagram Number	Body Length	Number built	Build Year	Covered by Masterclass Kit	Notes
Standard Coaches							
FK	5 1/2	D1920	57'	1	1934	no	prototype
FK	5 1/2	D1909	57'	12	1934	yes	
FK	5 1/2	D1930	57'	25	1936-8	yes	externally identical to D1909
FK	5 1/2	D1960	57'	3	1937	yes	Built for Coronation Scot.
FK	6	D2121	57'	30	1948	yes	four doors on corridor side
FK	6	D2162	57'	15	1950	yes	Porthole, torpedo roof ventilators
BFK	4 1/2	D1910	57'	9	1934,38	yes	
BFK	4 1/2	D1961	57'	3	1937	yes	Built for Coronation Scot
BFK	5	D2168	60'	15	1949	yes	Porthole
TK	7	D1860	57'	30	1933	yes	Shallow ventilators
TK	7	D1899	57'	611	1933-39	yes	
TK	7	D2119	57'	701	1946-50	yes	four doors on corridor side
TK	7	D2170	57'	100	1950	yes	Porthole, torpedo roof ventilators
BTK	4	D1851	57'	54	1933	no	Shallow ventilator. One single and one double baggage doors
BTK	4	D1852	57'	16	1933	no	Shallow ventilator. Two sets of double baggage doors
BTK	4	D1905	57'	415	1934-6	yes	Toilet next to baggage compartment
BTK	4	D1963	57'	24	1936-7	yes	lighter version of D1963
BTK	4	D1971	57'	1	1937	no	prototype central trussing

BTK	4	D1968	57'	509	1937-46	yes	Toilet at compartment end
BTK	4	D2123	57'	120	1948-9	no	extra door on corridor side
BTK	4	D2161	57'	439	1949-51	yes	Porthole
CK	3F+4T	D1859	60'	35	1933	yes	Shallow ventilators
CK	3F+4T	D1898	60'	70	1934	???	
CK	3F+4T	D1925	60'	180	1935-6	yes	Small third compartments, larger lavatories
CK	3F+4T	D1969	60'	217	1937-40	yes	externally identical to D1925
CK	3F+4T	D2117	60'	285	1946-8	yes	four doors on corridor side
CK	3F+4T	D2159	60'	240	1949-50	yes	Porthole, most had torpedo roof vents, triple arc roof profile
BCK	2F+4T	D1704A	60'	50		NYA	Rebuilt from P1 D1704, retaining P1 style roof
BCK	1 1/2F + 3 1/2 T	D1850	60'	20	1932-3	NYA	Shallow ventilators
BCK	1 1/2F + 3 1/2 T	D1911	60'	2	1933	no	
BCK	2F + 3 1/2 T	D1932	62'	51	1935-6	yes	
BCK	2F + 3 1/2 T	D2010	62'	20	1938	yes	externally identical to D1932
RFO	7	D1902	65'	35	1934, 1939	yes	
FO	7	D1917	60'	51	1935-7	yes	
RFO	7	D2118	65'	1	1947	yes	seating altered from D1902
FO	7	D2160	60'	20	1949	yes	Porthole, torpedo roof ventilators
TO	7	D1904	57'	125	1933-4	yes	
TO	7	D1981	57'	9	1937	yes	Converted for Coronation Scot
TO	7 1/2	D1915	57'	376	1935-6	yes	excursion version
TO	7 1/2	D1915A	57'	4	1937	yes	slightly lower than D1915
TO	7	D1999	57'	433	1938-48	yes	
TO		D2021	60'	1	1938	no	one-off rebuild of P2 vehicle
BTO	5	D1913	57'	20	1934	no	
BTO	6	D1916	57'	26	1934	yes	excursion version
BTO	6	D1946	57'	60	1936-7	yes	externally identical to D1916
BTO	5 1/2	D2008	57'	51	1938-9	yes	
CO	3F+3T	D1862	57'	9	1933	yes	Shallow ventilators
CO	3F+3T	D1984	57'	1	1934	yes	welded construction
CO	3F+3T	D1903	57'	29	1934-39	yes	

Articulated Twins							
BTO+TO	5 1/2 + 7	D1965	54'3"	22	1937	no	
TO+TO	7+7	D1966	54'3"	22	1937	no	
TO+CO	7+7	D1967	54'3"	11	1937	no	

Sleeping cars							
SLF		D1926	69'	26	1935-6	NYA	
SLF		D2166	69'	25	1951-2	NYA	
SLT		D1863	65'	15	1933	NYA	Shallow ventilator
SLT		D2169	65'	25	1951-2	NYA	

SLC	D1947	69'	13	1936	NYA	
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Dining and buffet cars							
RF	4	D1857	68'	4	1933	NYA	Shallow ventilator
RF	4	D1900	68'	16	1933-7	NYA	
RF	4	D2120	68'	1	1947	NYA	externally identical to D2120
RT	5	D1861	68'	10	1933	NYA	Shallow ventilator
RT	5	D1901	68'	10	1933	NYA	
RT	5	D1923	68'	24	1935-7	NYA	externally identical to D1901
RC	5	D1938	68'	13	1936-7	NYA	
RB		D1948	57'	4	1936	no	buffet car
RK		D1855	60'	2	1933	no	one with shallow ventilators. Stored from 1942 to withdrawal
RK		D1912	50'	33	1934-8	NYA	full kitchen cars

Full brakes							
BG		D1796	31'	75	1932-3	NYA	six wheeled (Stove R)
BG		D1854	50'	56	1932-4	NYA	beading strip on sides
BG		D2000	31'	45	1938-40	NYA	six wheeled (Stove R)
BG		D2007	50'	384	1938-47	NYA	earlier examples had beading strips on side
BG		D2100	57'	36	1944	NYA	
BG		D2171	50'	80	1949-50	NYA	externally identical to D2007