

M12 LMS Period I NON-CORRIDOR THIRD

D1700

Introduced 1925, last withdrawn 1965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.

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.

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

10850-10887	built 1925	Wolverton	11200-11267	built 1928/30	Derby
10888-10949	built 1925	Newton Heath	11268-11317	built 1929	Wolverton
10950-10999	built 1926	Newton Heath	11318-11367	built 1930	Newton Heath
11000-11049	built 1927/8	Newton Heath	11368-11373	built 1930	Derby
11150-11199	built 1928	Wolverton			

Motor fitted stock conversions 1935 11170 became 15998 11284 became 15999

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.

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.

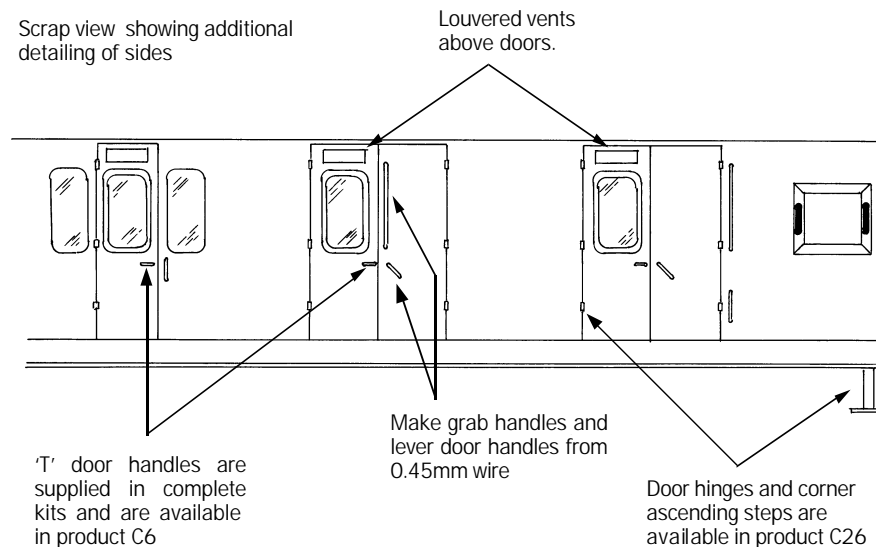
Underframes and bogies were finished in black

Further information

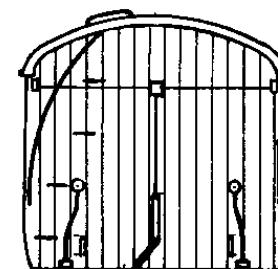
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

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

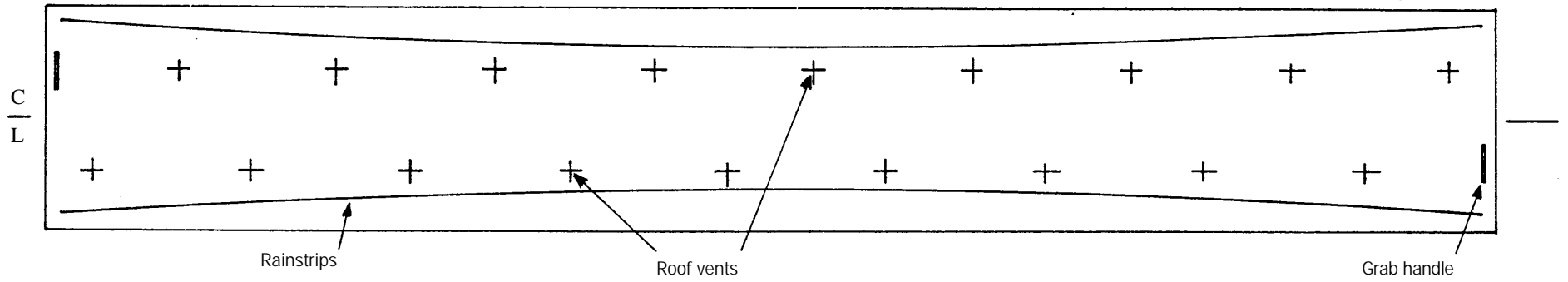
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM1	End castings	ECM5
Roof	C10	Interior	INT5



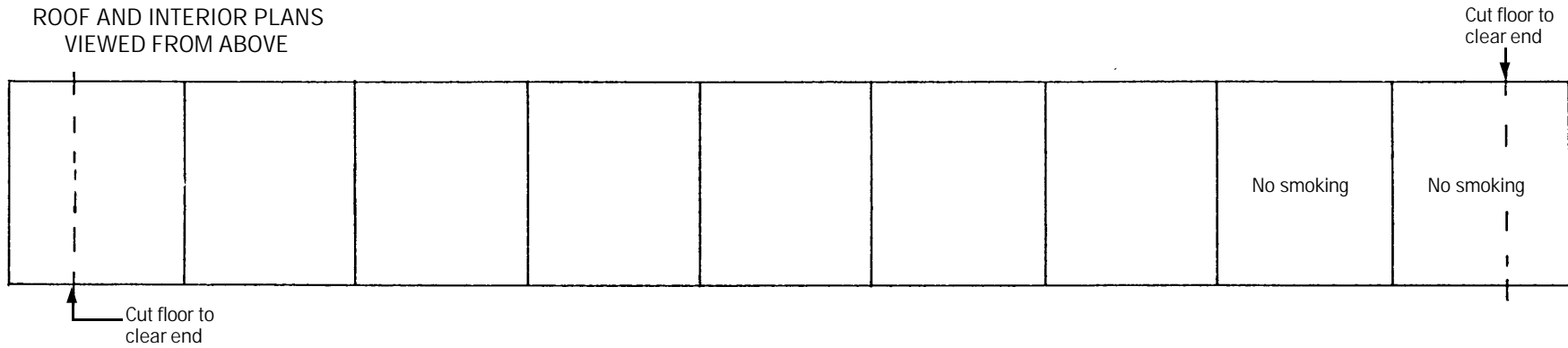
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



Train alarm gear this end



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

