

M2 LMS Period I CORRIDOR BRAKE FIRST

D1654

Introduced 1927, last withdrawn 1964

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 provided first class accommodation on premier express services before being cascaded on introduction of later types. They were built in 1927 at Derby to the elegant "two window" design with 4½ compartments. The half compartment had the seats against the bulkhead with the guard's compartment.

Sample formations

Royal Scot 1927, Edinburgh portion **BFK/FO/RK/TO/TK/BTK**

Lancastrian 1934 **BTK/TO/TO/RK/FO/CK/CK/BTK/BFK/RC/TO/TK/TO**

Merseyside Express 1934 **BTK/CK/BFK/FO/RF/CK/CK/TO/RK/TO/BTK/TK/TK/BFK**

Running numbers

5011-5032

5034 was assigned to the Royal Train in November 1935

5035 was fitted with LNER bogies in 1931

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 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.

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.

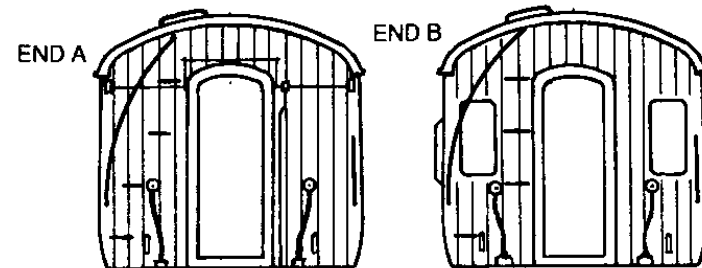
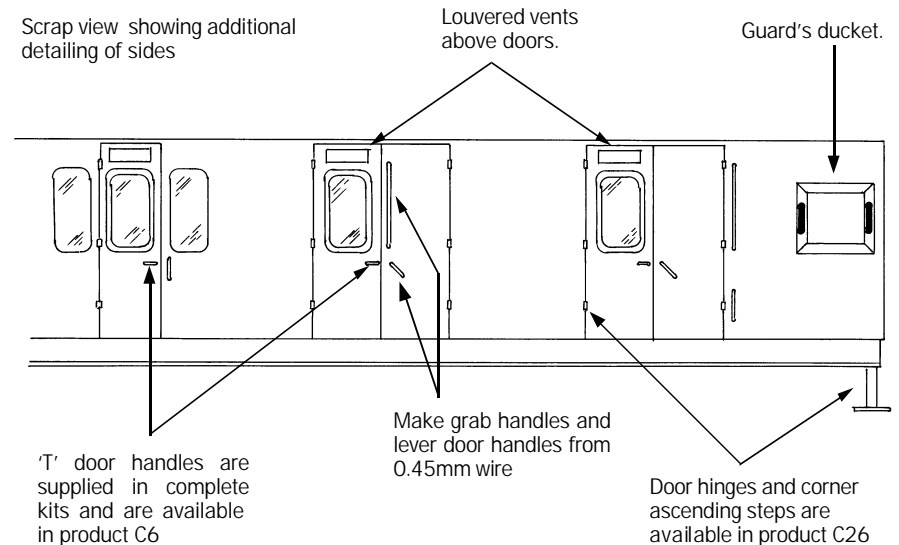
Underframes and bogies were finished in black

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	ECM1
Roof	C10	Interior	INT1
Duckets	C15		



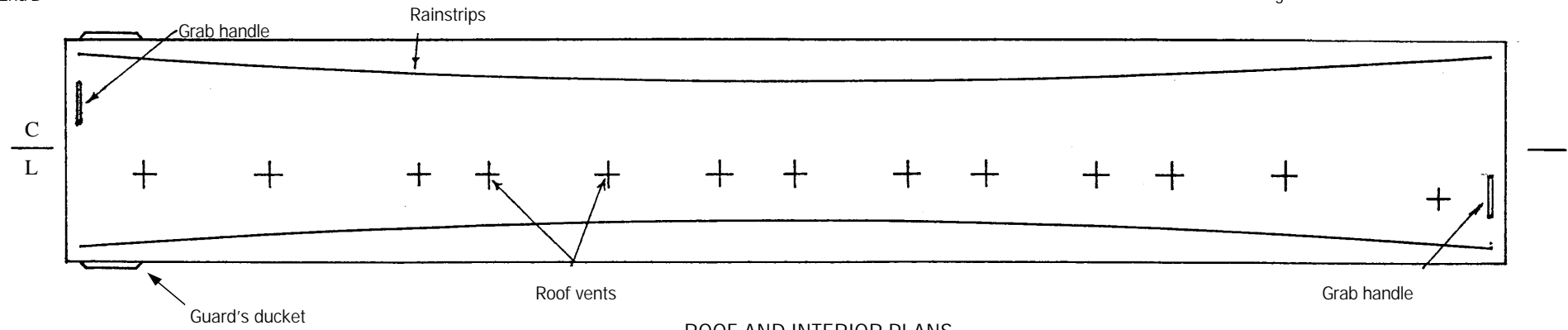
End B

D1654

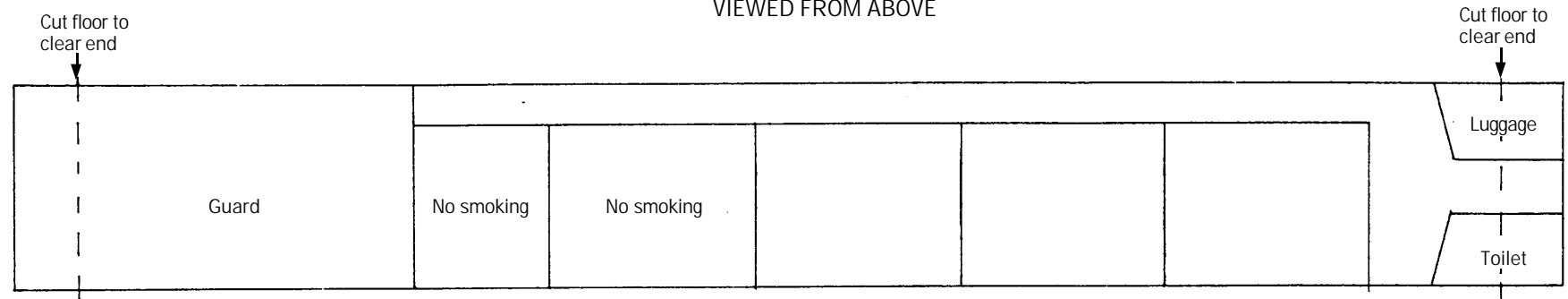
07/11/05

Train alarm gear this end

End A



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

