

M25 LMS Period II NON-CORRIDOR BRAKE THIRD

D1735

Introduced 1930, last withdrawn 1967

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

20540-20572	built 1930 at Derby	20472-20536	built 1932 at Derby
20387-20426	built 1930/1 at Newton Heath	20577-20536	built 1933 at Wolverton
20427-20471	built 1931/2 at Derby		

20584 built 1938 at Wolverton, accident victim replacement

Motor fitted stock

original	new	original	new	original	new
20553	24472	20565	24460	20469	24464
20554	24467	20597	24470	20470	24465
20557	24468	20602	24471	20471	24466
20564	24462	20461	24473		

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.

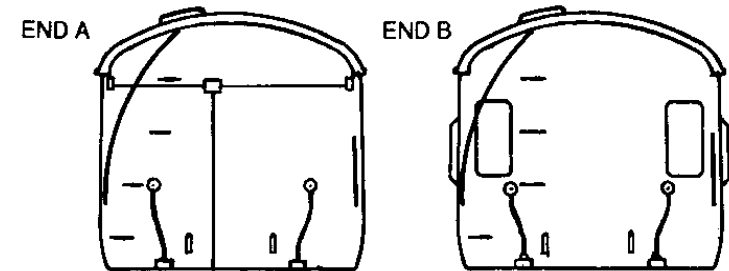
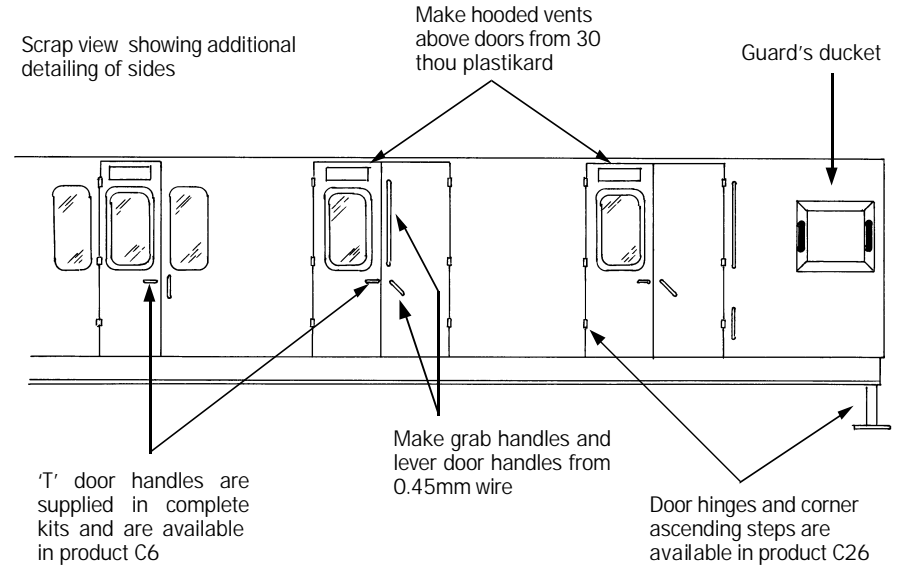
Underframes and bogies were finished in black

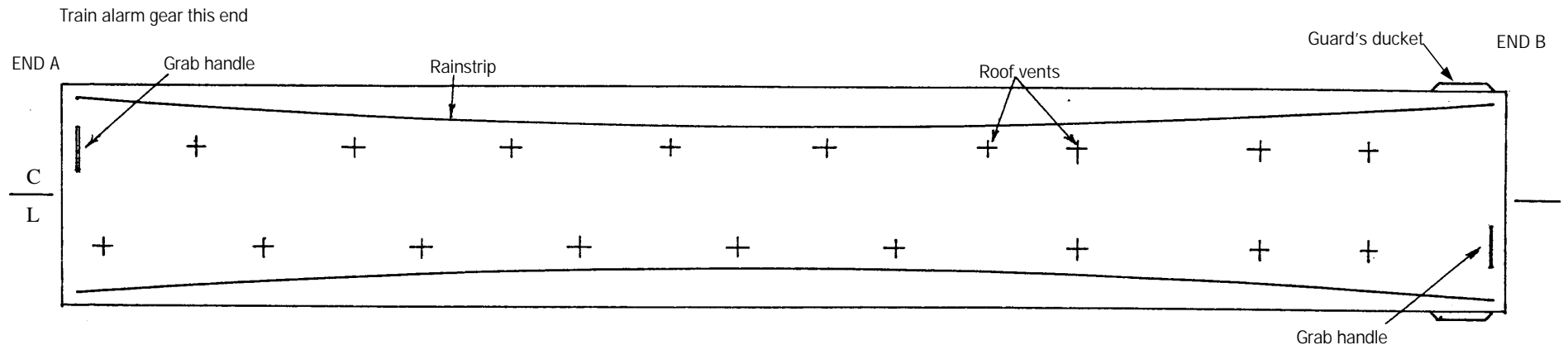
Further information

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

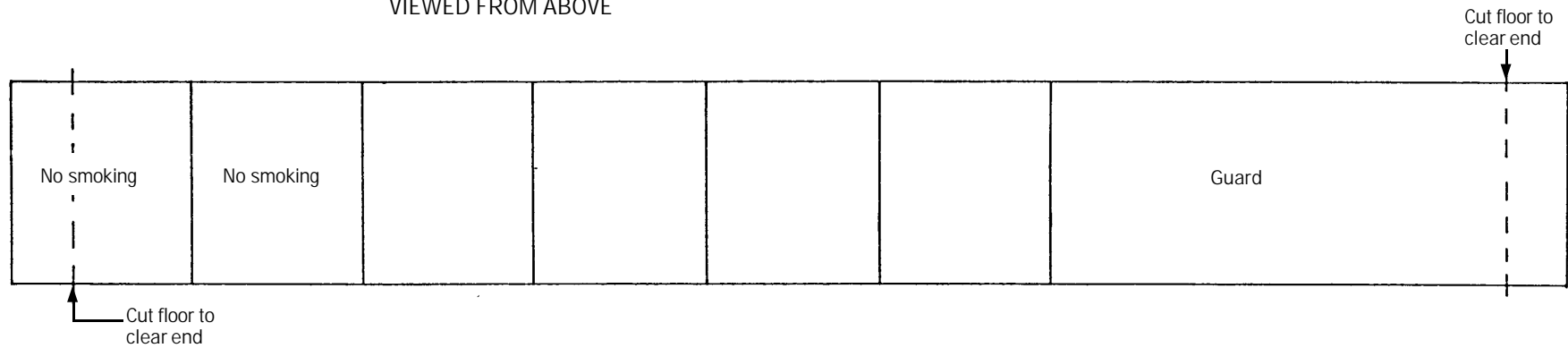
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM4	End castings	ECM5
Roof	C10	Interior	INT5
Duckets	C15		





ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

