

M8 LMS PERIOD I CORRIDOR BRAKE COMPOSITE (BCK) D1755/1755A

55 built 1926-1927; withdrawn 1959*-1963; 2 preserved 57'
 * - 1 D1755A withdrawn pre-1948

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 "all door" coaches were so called because they had an external door to each compartment. They were general service vehicles and were found all over the LMS and BR(LMR). The final 25 were rebuilt to 3 a side seating in third class (probably around 1932) and were designated D1755A, although they were externally identical.

Sample formations

Barrow-Morecambe-Manchester 1939 BTK/TK/CK/CK/TK/BTK/**BCK** (for Leeds)
 Euston-Wolverhampton BTK/TK/CO/RT/FK/CK/BTK/TK/**BCK** (for Walsall)
 The Welshman 1934 **BCK**/TK/TK/**BCK**/BTK/CK/FO/RK/TO/BTK
 The Ulster Express 1934 BG/TK/TK/TK/TO/RF/CK/CK/BFK/**BCK**/**BCK**/**BCK**/Scenery Van

Running numbers

6629-6658 Built 1926 at Wolverton 6659-6683* built 1927 at Wolverton
 *later rebuilt to D1755A

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 'pseudo-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

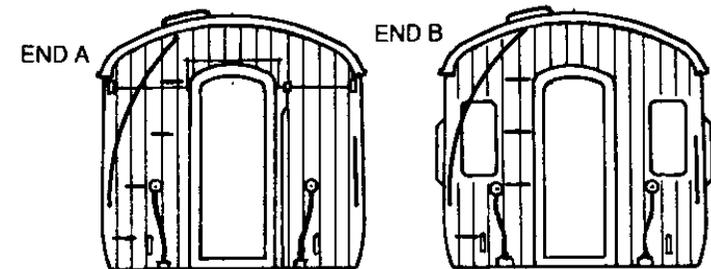
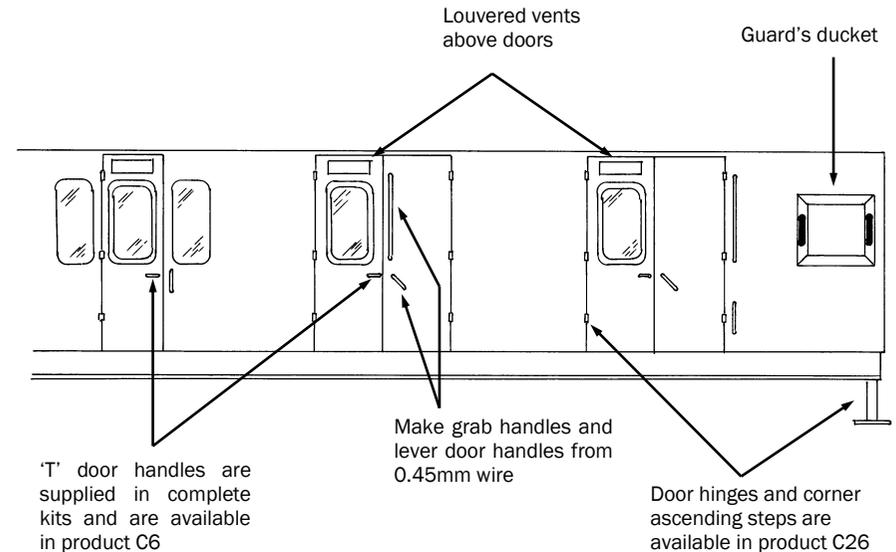
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM2	End castings	ECM1
Roof	C10	Interior	INT1
Duckets	C15		

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

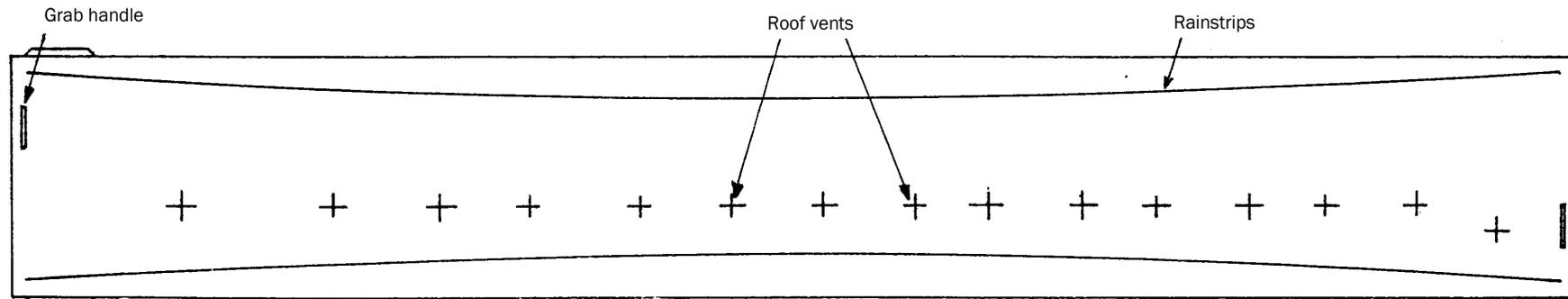


End B

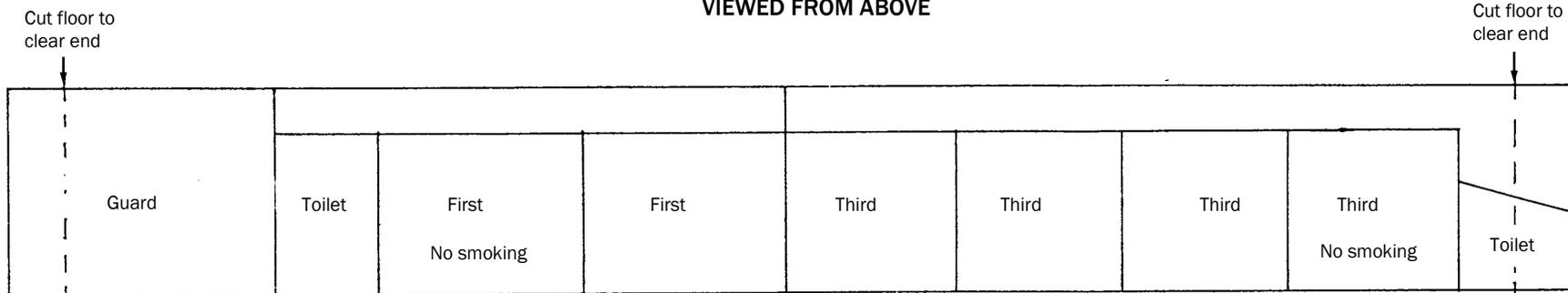
D1755/1755A

Train alarm gear this end

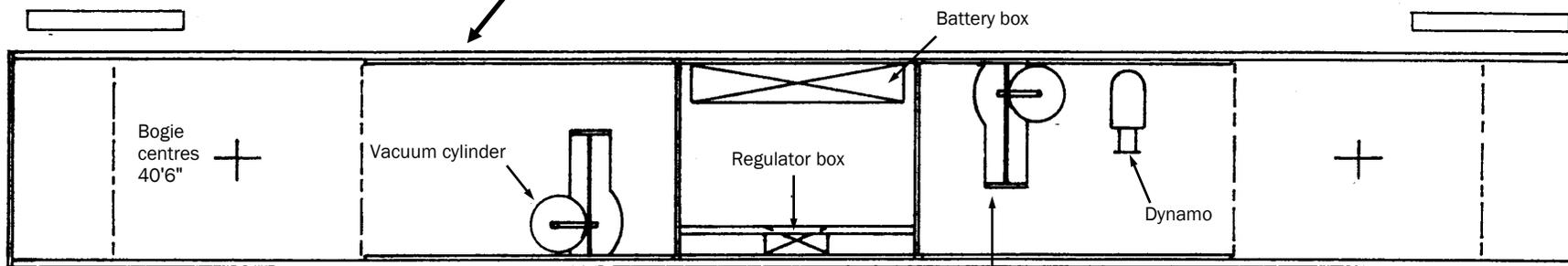
End A



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW



Bogie stepboards
as later modified

V hanger

Full length solebar stepboard both sides

Bogie stepboards as built

Battery box