

M11 LMS PERIOD I FULL BRAKE (BG)

D1778

149 built 1925-1928; withdrawn 1954*-1967; none preserved
4 withdrawn before 1948, presumably due to accidents or war damage

50'

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 full brakes were built for use in passenger trains, parcels trains and in newspaper distribution.

Sample formations

| | |
|----------------------------|--|
| <i>The Irish Mail</i> 1934 | BG/POT/POS/POS/SLF/SLT/BTK/CK/CK/BTK/BG/BG |
| Euston-Dundee-Perth 1934 | BG/CK/BG/SLT/SLF/BCK/SLF/SLT/CK/BTK/POS/POS |
| St Pancras-Glasgow 1938 | BG/BG/CK/SLF/SLT/TK/TK/BG |

Running numbers

| | | |
|-------------|--------------|--------------|
| 30400-30474 | built 1925/6 | Wolverton |
| 30475-30499 | built 1926 | Newton Heath |
| 30500-30548 | built 1928 | Wolverton |

30414 and 30548 were converted to bullion vans in 1953.

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 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 Standard Coaching Stock Vol. III
 Historic Carriage Drawings
 Passenger Train Formations 1923-1983 LMS LM Region
 British Railways Pre-Nationalisation Coaching Stock Vol. 2

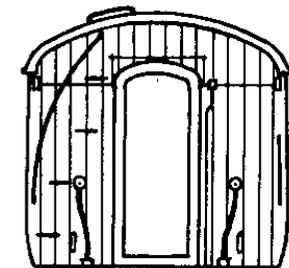
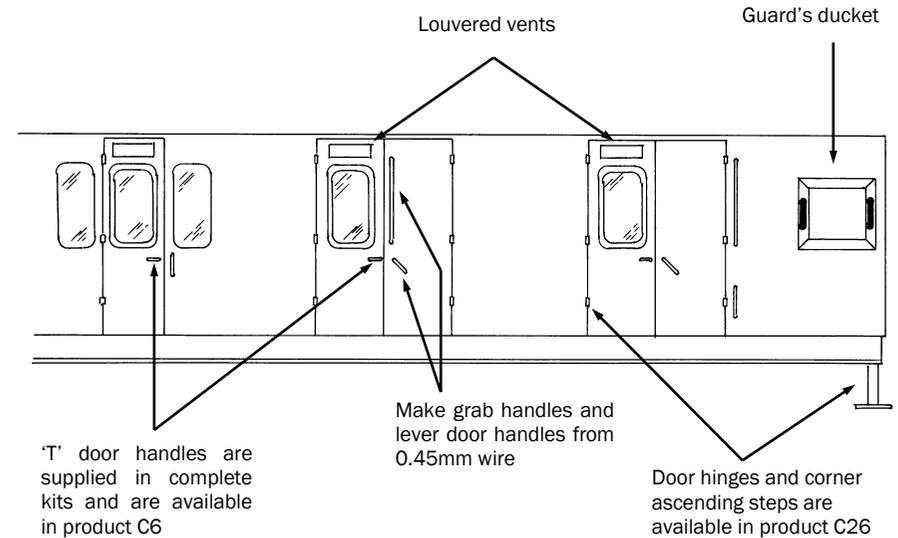
Jenkinson & Essery
 Jenkinson & Campling
 Clive S Carter
 H Longworth

O.P.C.
 Ian Allan
 Ian Allan
 O.P.C.

COMET MODELS components required to complete this carriage are:

| | | | |
|---------------------|------|---------------|------|
| Underframe | UM3 | Bogies | BM2 |
| Underframe castings | UCM1 | Roof castings | RC1 |
| Ends | EM1 | End castings | ECM1 |
| Roof | C10 | Duckets | C15 |

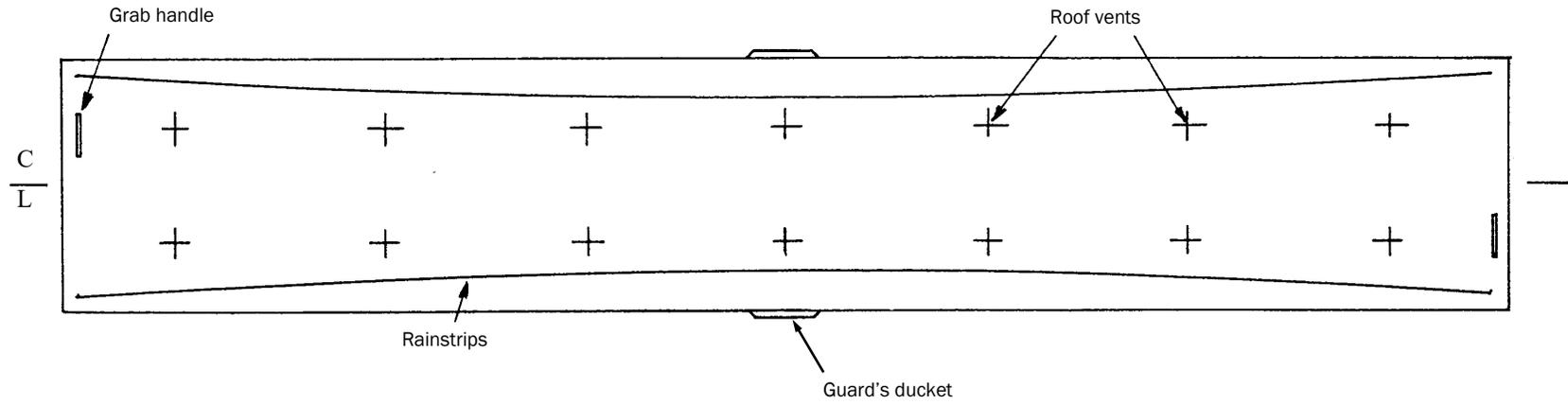
Scrap views showing additional detailing of sides and ends
 (not all details may apply to this diagram)



The ends are identical but note that these vehicles are not fitted with train alarm gear

D1778

ROOF PLAN



UNDERFRAME VIEWED FROM BELOW

