

## M13 LMS PERIOD I NON-CORRIDOR BRAKE THIRD (BT)

D1703

247 built 1926-1928, withdrawn 1958\*-1966; none preserved

57'

\*- 2 withdrawn before 1948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 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

20140-20205	built 1927	Derby	20236-20286	built 1927	Newton Heath
20206-20235	built 1926/7	Newton Heath	20287-20386	built 1928	Newton Heath

A number were converted to Carflats in 1959/60.

### 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.

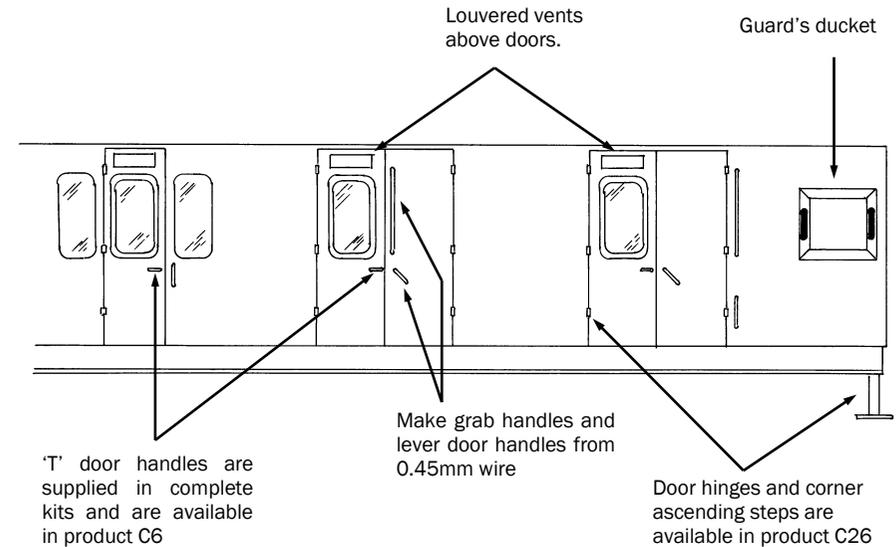
### Further information

LMS Standard Coaching Stock Vol. III Historic Carriage Drawings	Jenkinson & Essery Jenkinson & Campling	O.P.C. Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region British Railways Pre-Nationalisation Coaching Stock Vol. 3	Clive S Carter H Longworth	Ian Allan O.P.C.

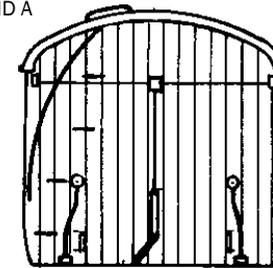
COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM2	End castings	ECM5
Roof	C10	Interior	INT5
Duckets	C15		

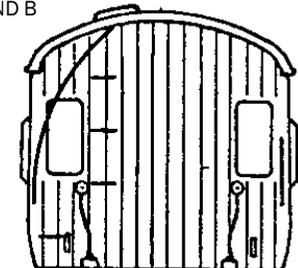
Scrap views showing additional detailing of sides and ends  
(not all details may apply to this diagram)



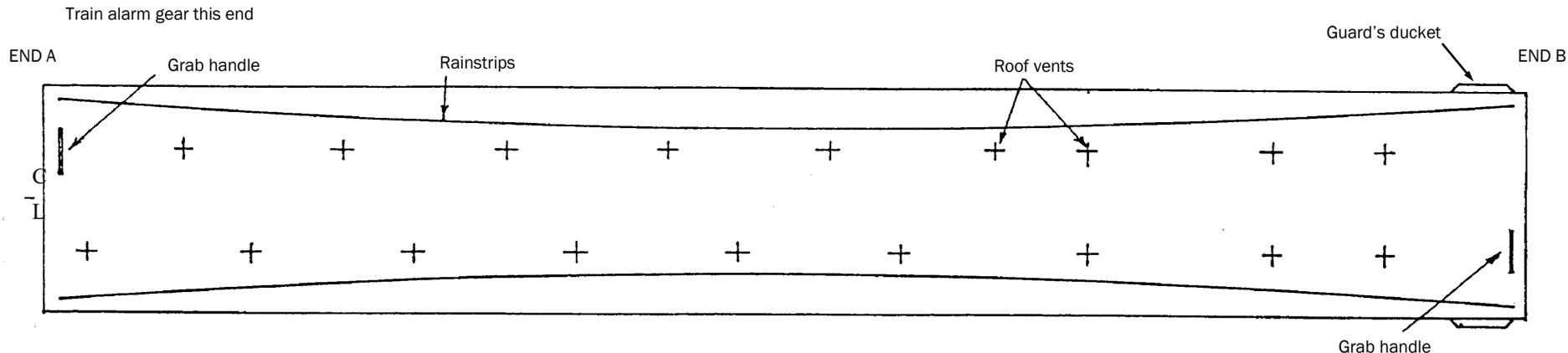
END A



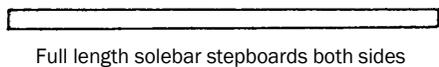
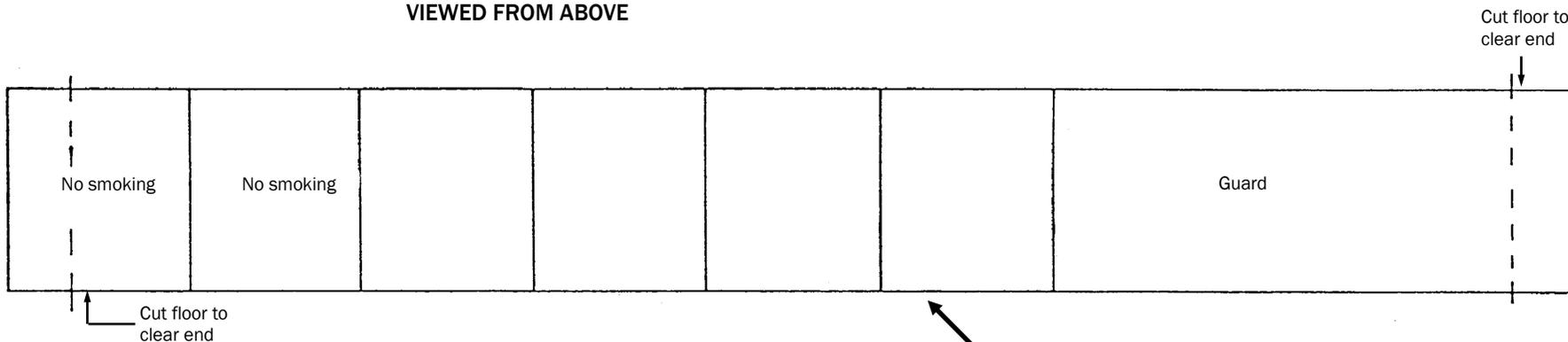
END B



D1703



ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

