

## M17 LMS PERIOD I CORRIDOR BRAKE THIRD (BTK)

D1696

125 built 1926-1930; withdrawn 1957-1962; 1 preserved

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.

This diagram was the last LMS corridor coach to have compartment doors. They were built at Derby and were allocated to main line services. During the Second World War 80 were sent overseas, and many did not return. Some of those that did come back were converted at Wolverton between 1946 and 1949 to full brakes to diagrams D2129 and D2130.

### Sample formations

Euston-Wolverhampton 'Corridor Sets' **BTK/CK/RF/TO/CK/BTK**  
**BTK/CK/TK/BTK**  
**BTK/CK/TO/BTK**

Euston-Wolverhampton **BTK/CK/RF/TO/CK/BTK**

### Running numbers

5222-5321 built 1926      5322-5346 built 1929/30      all built at Derby

### 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

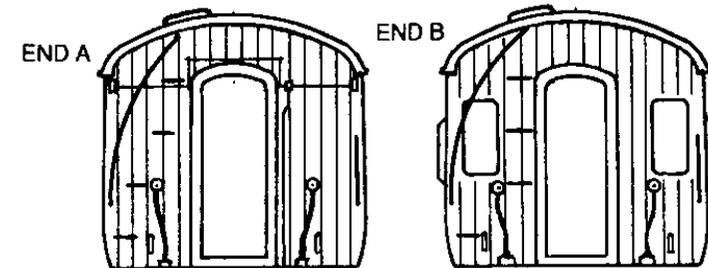
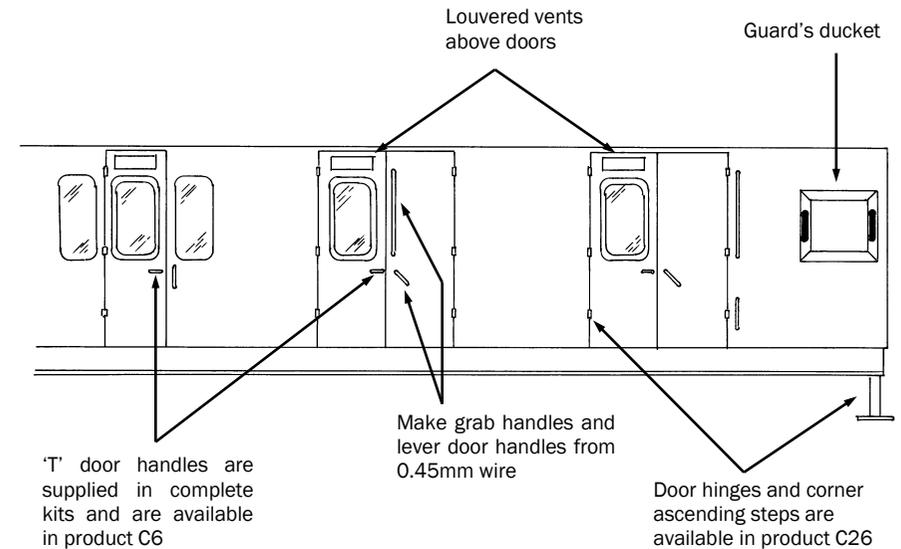
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

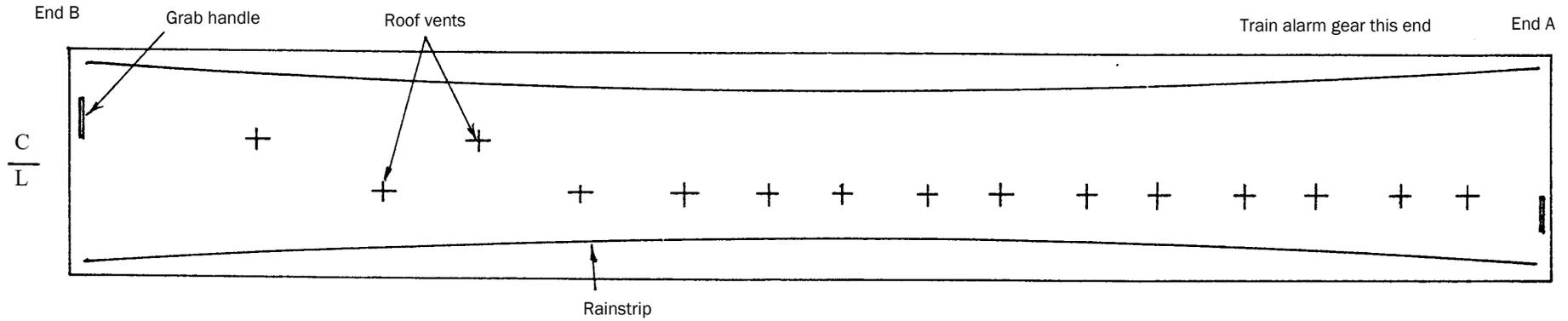
COMET MODELS components required to complete this carriage are:

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

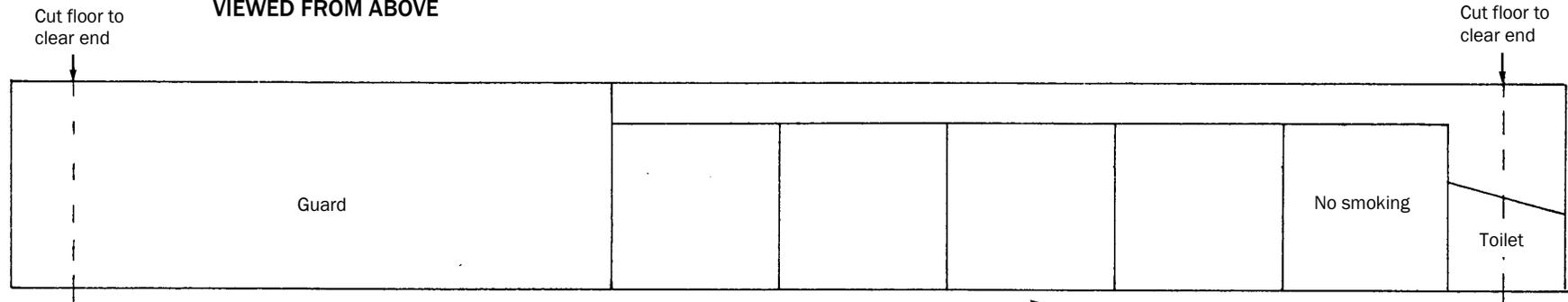
### Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

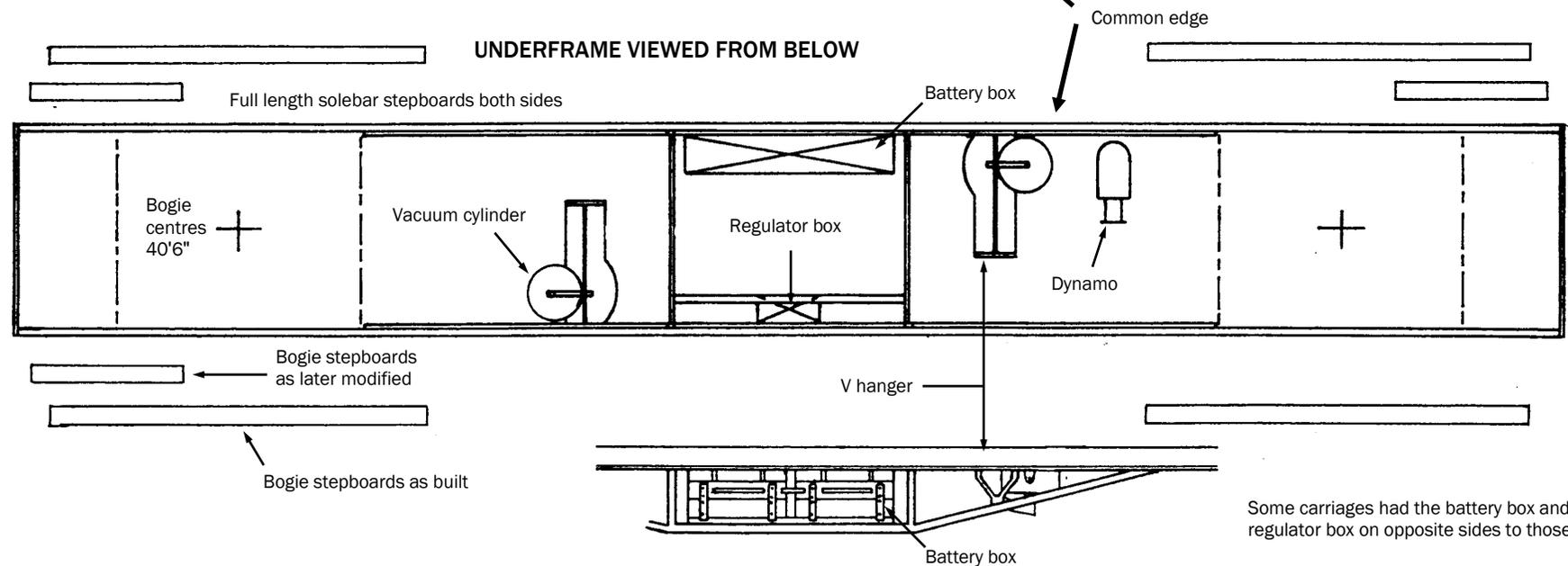




**ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE**



**UNDERFRAME VIEWED FROM BELOW**



Some carriages had the battery box and regulator box on opposite sides to those shown