

## M18 LMS PERIOD I OPEN BRAKE THIRD (BTO)

D1746

35 built 1926; withdrawn 1958-1962; none preserved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.

The open brake third was a useful coach operating in high density and excursion traffic. This flush sided "all steel" design had no conventional trussing, only a battery support being provided. They were contractor built and had differing roof rainstrips (see below and overleaf).

### Sample formations

Excursion or extra **BTO/TO/TO/TO/TO/RK/TO/TO/TO/TO/BCK**  
 Manchester-Buxton set **BTO/CO/FO/FO/CO/BTO**

### Running numbers

9800-9819 Leeds Forge built, full length rainstrips  
 9820-9834 BRCW built, rainstrips over doors only

### 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

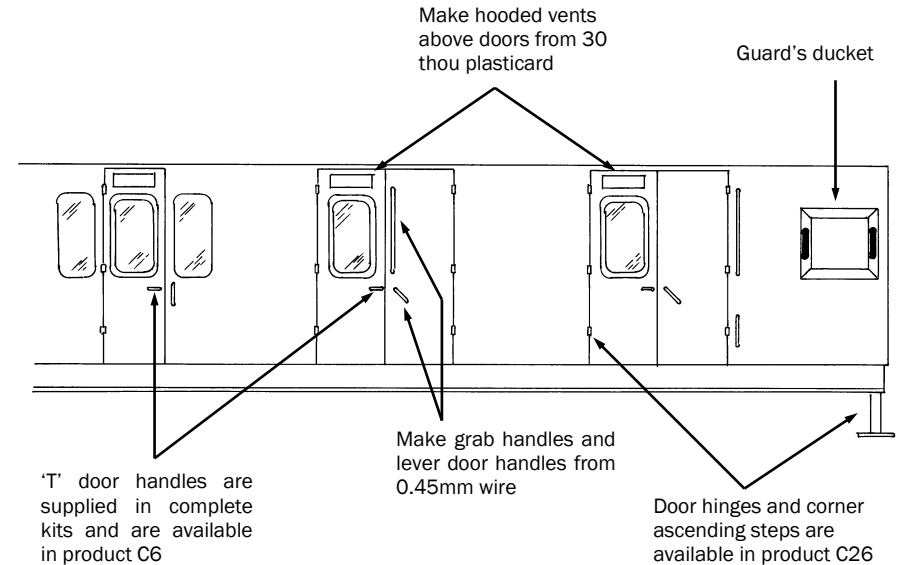
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations		
1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	O.P.C.

COMET MODELS components required to complete this carriage are:

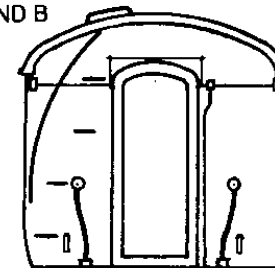
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM4	End castings	ECM1
Roof	C10	Interior	INT4
Duckets	C15		

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

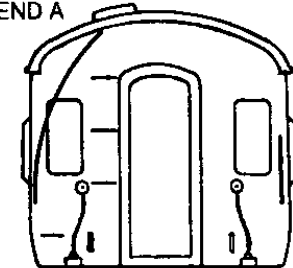
(not all details may apply to this diagram)

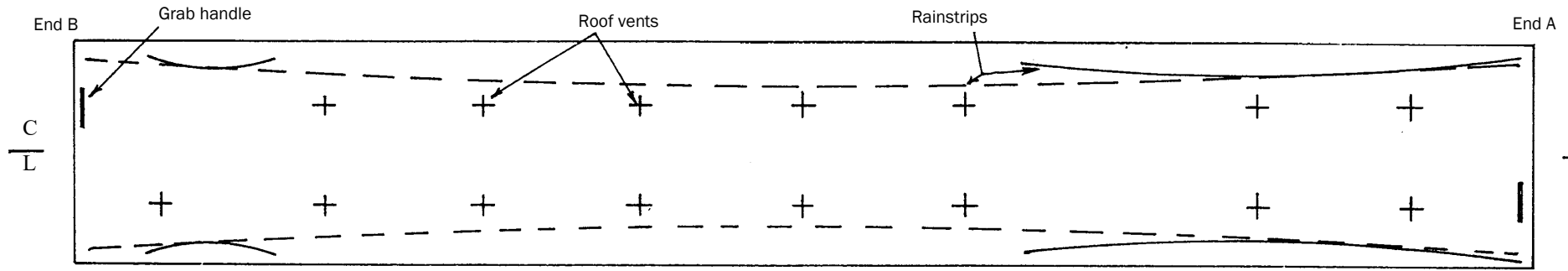


END B

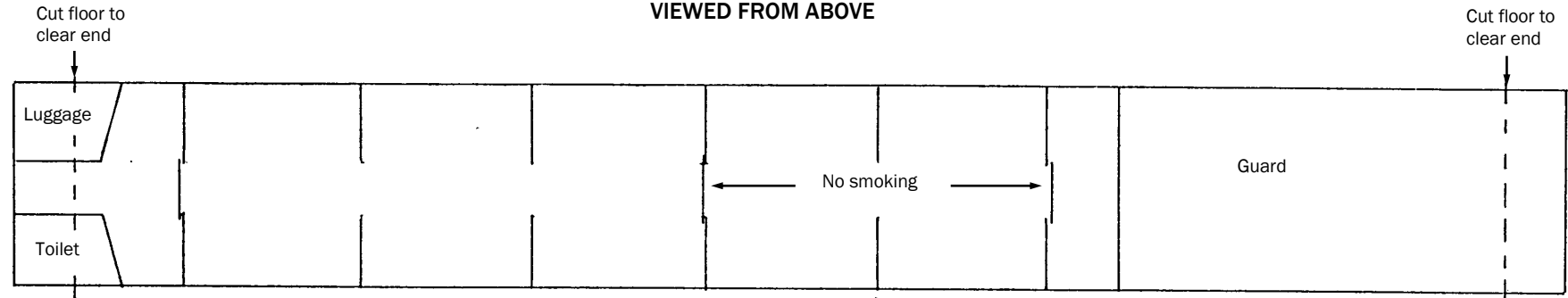


END A

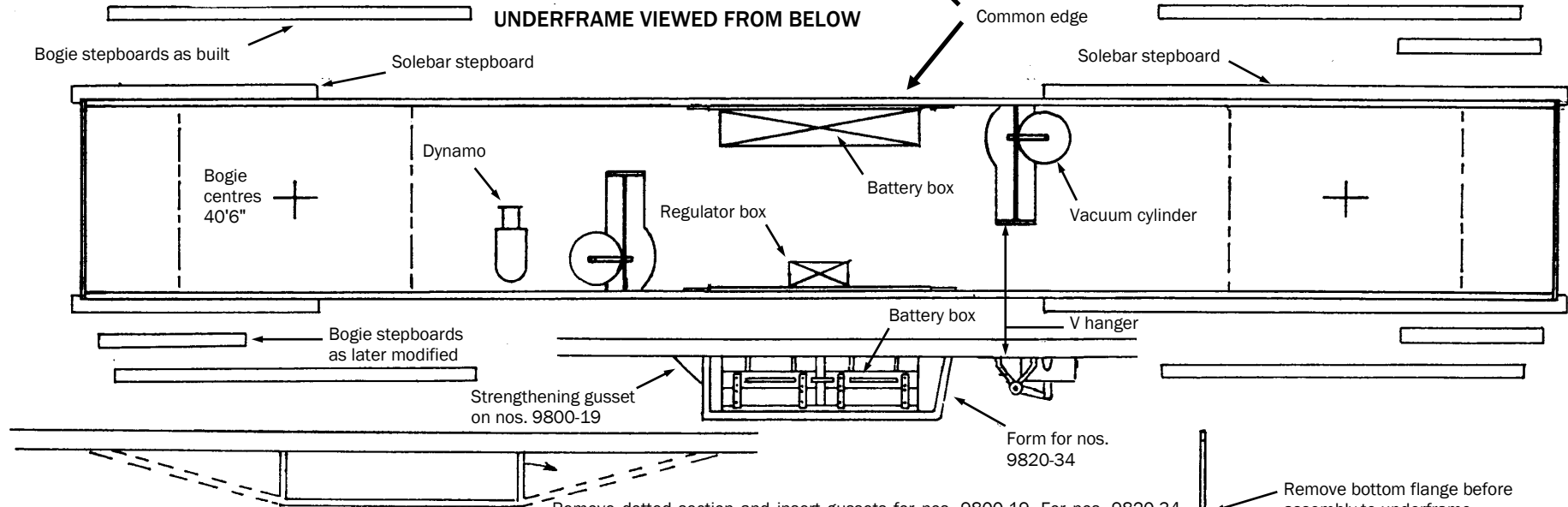




ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW



Remove dotted section and insert gussets for nos. 9800-19. For nos. 9820-34 part off one queen post, bend outwards as shown then solder against the inside of the solebar in the new position. Repeat for other end and then opposite side.