

## M29 LMS PERIOD II CORRIDOR BRAKE FIRST (BFK)

D1845/1962

**D1845: 15 built 1931; withdrawn 1961-1963; none preserved 57'**  
**D1962: 3 rebuilt from D1845; 1 withdrawn 1950 & 2 1961; none preserved**

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.

D1845 was built without conventional underframe trussing. The eaves panel was deeper, the brake ends did not have windows and the duckets were placed some distance in from the body corners. Shortly after introduction the first three coaches were rebuilt to D1962 with two-a-side seating (but remaining externally identical) and were allocated to *The Royal Scot*.

### Sample formations

Lancastrian 1934 BTK/TO/TO/RK/FO/CK/CK/BTK/**BFK**/RC/TO/TK/TO  
 The Comet 1934 (Down) BTK/TK/RTO/RF/CK/**BFK**/BTK/CK/CO/RTO/RK/RFO/**BFK**/BCK  
 | Manchester | Liverpool | Birkenhead  
 Yorkshireman 1938 BTK/CK/TO/RK/FO/**BFK**

### Running numbers

D1845 5036-5050 bogies and interiors built at Wolverton, bodies and underframes at BRCW  
 D1962 5036-5038 rebuilt with 2 per side seating

### 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.

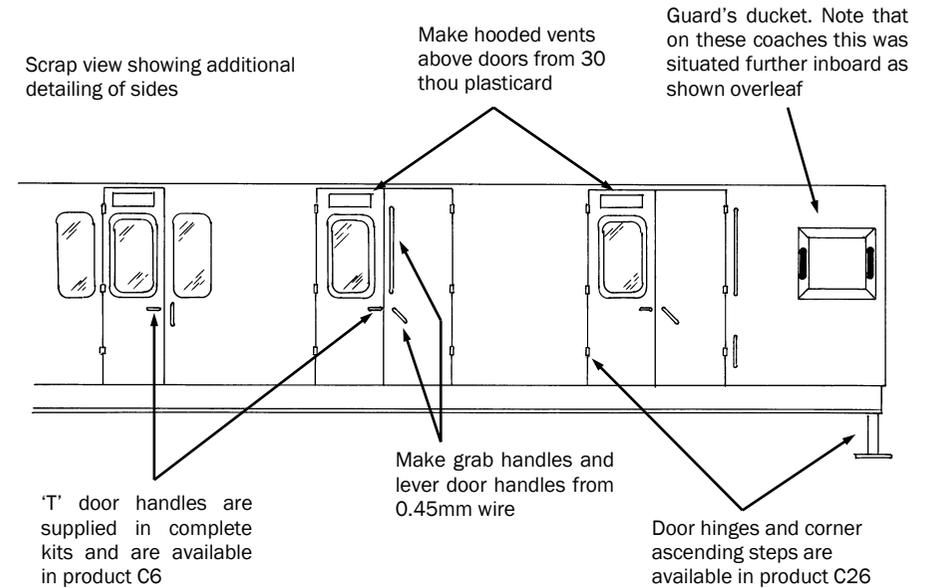
### Further information

LMS Standard Coaching Stock Vol. II Historic Carriage Drawings	Jenkinson & Essery Jenkinson & Campling	O.P.C. 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.

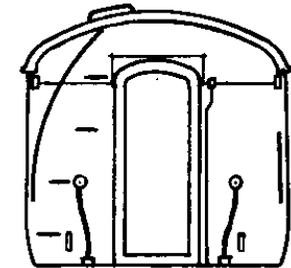
COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM1
Roof	C10	Interior	INT2
Duckets	C15		

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

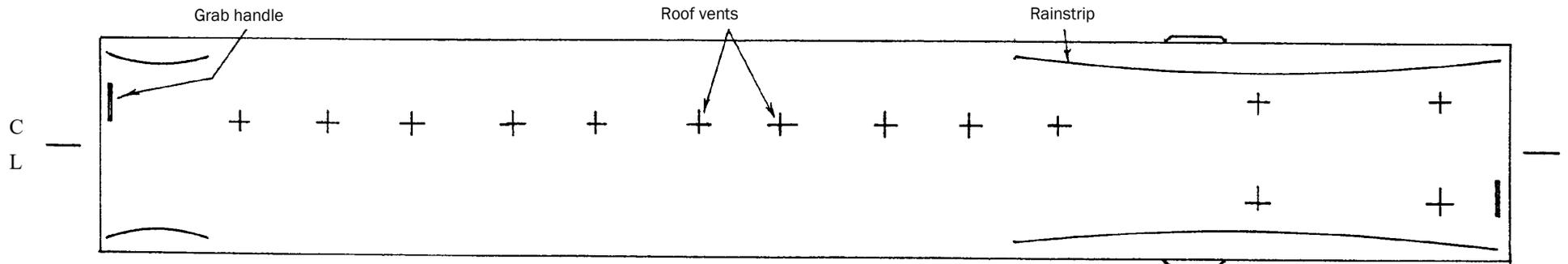


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

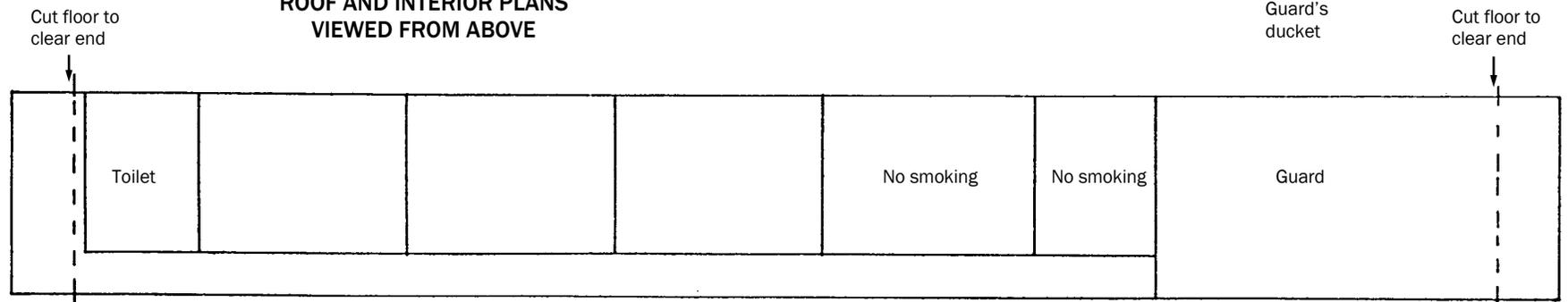


D1845/1962

Train alarm gear this end



ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

