

## M60 LMS STANIER CORRIDOR BRAKE FIRST (BFK)

D1910/1961

D1910: 9 built 1934-1938; withdrawn 1964-1965; none preserved 57'

D1961: 3 built 1937; withdrawn 1964; none preserved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.

Although built only in limited numbers, D1910 was the standard Period III brake first and saw use on premier express workings. D1961 had pressure ventilation and luxury two-a-side seating for use in the *Coronation Scot*.

### Sample formations

*The Lancastrian* 1934 BTK/TO/TO/RK/FO/CK/CK/BFK/TO/TK/TK

*Coronation Scot* 1937 BTK/TO/RK/TO/TO/RK/RFO/FK/BFK

*The Thames-Clyde Express* 1938 BTK/TK/TO/TO/RK/CO/CK/BFK

Euston - Stranraer/Perth /Aberdeen 1949 BTK/TO/TO/RT/CO/CK/CK/BFK/BG/TO/TO

### Running numbers

5051	D1910	built 1934	Derby
5052-5054	D1961	built 1937	Wolverton
5055-5062	D1910	built 1938	Wolverton

### 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. 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.

Coaches left the works with the roof finished in a metallic aluminium paint. However, in service this 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

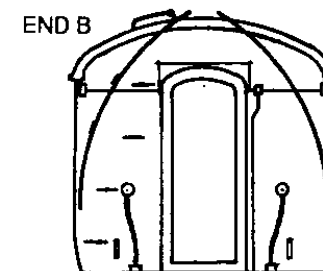
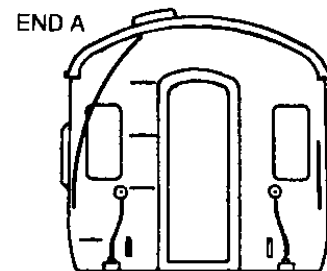
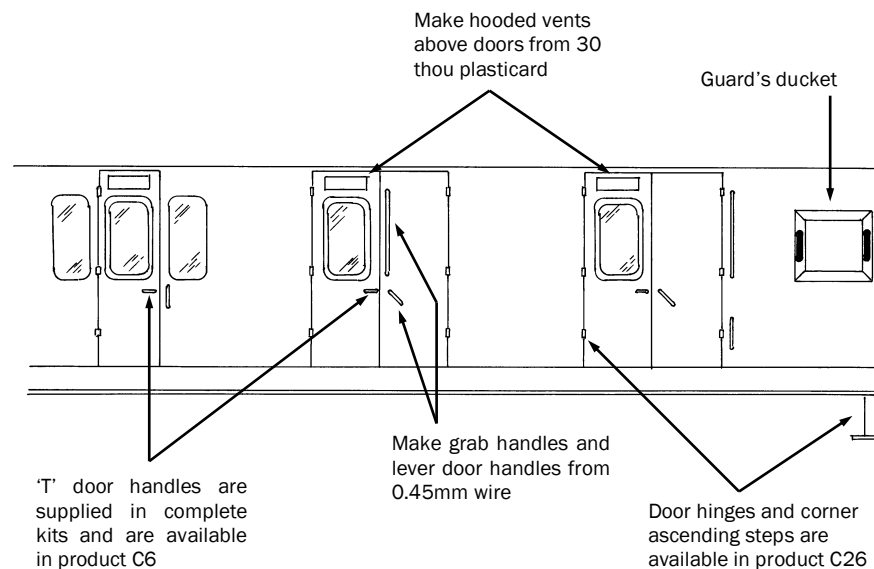
Passenger Train Formations	Clive S Carter	Ian Allan
1923-1983 LMS LM Region	H Longworth	O.P.C.
British Railways Pre-Nationalisation Coaching Stock Vol. 2		

COMET MODELS components required to complete this carriage are:

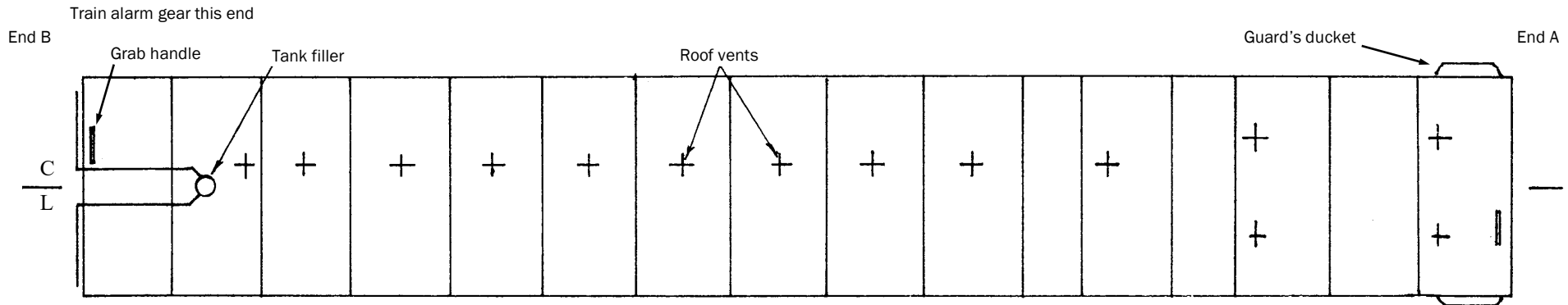
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC2
Ends	EM4	End castings	ECM2
Roof	C10	Interior	INT2
Duckets	C15		

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

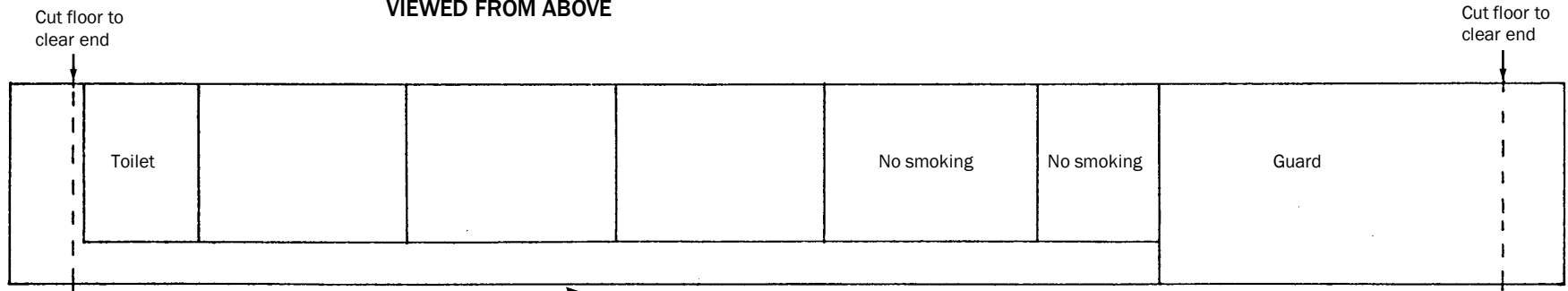
(not all details may apply to this diagram)



D1910/1961



ROOF AND INTERIOR PLANS  
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

