

M2 LMS PERIOD I CORRIDOR BRAKE FIRST (BFK)

D1654

25 built 1927; withdrawn 1959*-1964; 1 preserved

57'

* - 1 withdrawn before 1948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 provided first class accommodation on premier express services before being cascaded on introduction of later types. They were built at Derby to the elegant "two window" design with 4½ compartments. The half compartment had the seats against the bulkhead with the guard's compartment.

Sample formations

The Royal Scot 1927, Edinburgh portion **BFK/FO/RK/TO/TK/BTK**

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

The Merseyside Express 1934 **BTK/CK/BFK/FO/RF/CK/CK/TO/RK/TO/BTK/TK/TK/BFK**

Running numbers

5011-5035

5034 was assigned to the Royal Train in November 1935

5035 was fitted with LNER bogies in 1931

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 O.P.C.
Jenkinson & Campling Ian Allan

Passenger Train Formations
1923-1983 LMS LM Region

Clive S Carter Ian Allan
H Longworth O.P.C.

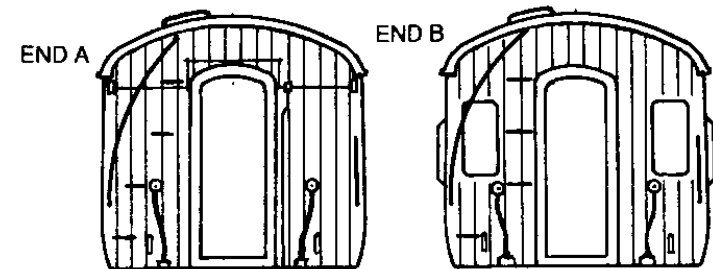
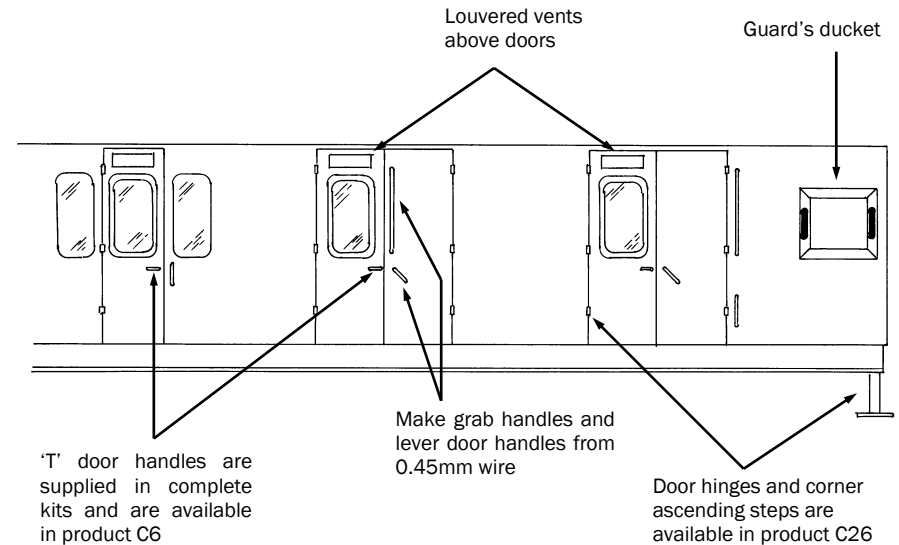
British Railways Pre-Nationalisation Coaching Stock Vol. 2

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	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)

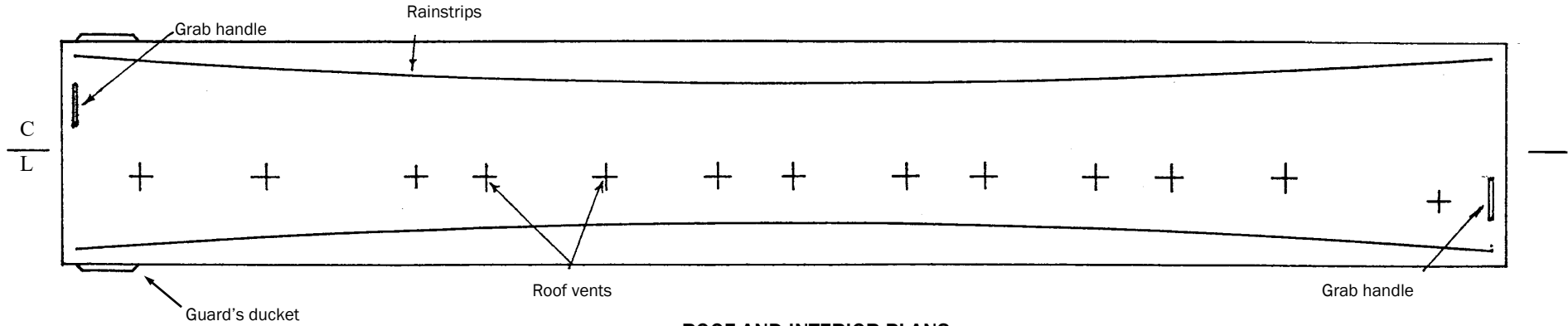


End B

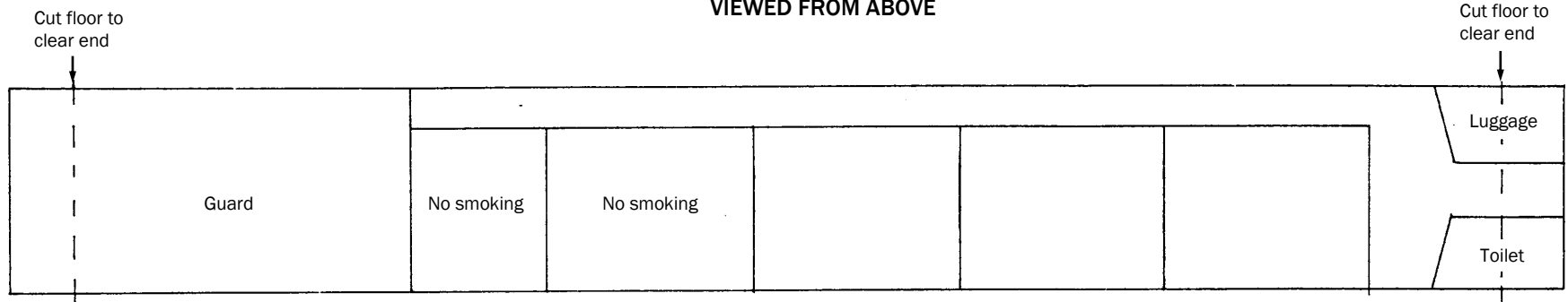
D1654

Train alarm gear this end

End A



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

