

M71 LMS STANIER FULL BRAKE (BG)

D2100

36 built 1944; withdrawn 1966*-1983; none preserved

57'

* - 1 converted to bullion van in 1957

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 full brakes were a wartime expedient, using new bodies on 57' underframes from damaged passenger carriages (the first two used underframes from the ex-LNWR Royal Train). They were fitted with riveted bogies, torpedo vents, and like the contemporaneous 50' BGs had no waist beading. They were used in passenger trains, parcels trains and in newspaper distribution. The gangways were often removed in later BR days. Photographs should be consulted if you are concerned to portray a particular example.

Running numbers

31900-31935 built 1944 Wolverton

M31919M was converted into a bullion van in October 1957 and renumbered M44598M.

Livery

Being built in wartime, the first livery was probably unlined maroon with black ends. Straw lining may have been applied from 1946 onwards. From 1949 most were painted BR crimson; a few might have received the full crimson and cream livery for use with matching passenger stock. From 1956 maroon was applied, and then rail blue. Given the removal of gangways, it is doubtful if any received BR blue and grey.

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. III*

Jenkinson & Essery

O.P.C.

British Railways Pre-Nationalisation Coaching Stock Vol. 2

H Longworth

O.P.C.

* - the drawing on p.128 is incorrect as the small window to the right of the guard's door is present on both sides

Modelling notes

Droplights: file off any etching cusp so the droplight fits into the half-etched recess. Flood with solder along the top, bottom and side edge away from the door hinges. For open droplights, slide the etch down; there is no need to cut it.

Hinges: note that one hinge is angled from the strip - this is the bottom hinge. Press the strip in from the rear, inserting the top hinge first (use a scalpel blade, graver or 0.35mm drill in a pin vice to open out the slots if they are too narrow). Bend the strip over (away from the window) and flood each hinge with solder, doing the fourth side of the droplight at the same time.

Holes: the guard's door handrails have fully etched holes, as they are always present. The double door handrails have half-etched holes on the rear for drilling out if required, as they were often removed in later years. The door stop holes are half-etched on the rear to give a choice of drilling out for inserting short lengths of wire, or punching out to form the stop.

COMET MODELS components required to complete this carriage are:

Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM2
Roof	C10	Duckets	C15
Window grilles	C65	Door vents	C67

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

