

## M10 LMS PERIOD I FULL BRAKE (BG)

D1715

360 built 1926-1930; withdrawn 1957\*-1968; none preserved

50'

\* - 3 withdrawn before 1948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 "all steel" full brakes were built for use in passenger trains, parcels trains and in newspaper distribution. They were built without conventional trussing, only a battery box support being provided. Many types of beading, rainstrip and rivet detail differences existed so photographs should be consulted if you are concerned to portray a particular example.

### Sample formations

*The Irish Mail* 1934 **BG/POT/POS/POS/SLF/SLT/BTK/CK/CK/BTK/BG/BG**  
*Euston-Dundee-Perth* 1934 **BG/CK/BG/SLT/SLF/BCK/SLF/SLT/CK/BTK/POS/POS**  
*St Pancras—Glasgow* 1938 **BG/BG/CK/SLF/SLT/TK/TK/BG**

### Running numbers

30549-98	built 1926/7	BRCW	30748-97	built 1929	BRCW
30599-30648	built 1927	Metro. Cammell	30798-30847	built 1929	Cammell Laird
30649-98	built 1928	Cammell Laird	30848-77*	built 1930	Metro. Cammell
30699-30747	built 1927/8	BRCW	30878-30907	built 1930	BRCW
31948	built 1928	BRCW	* no bogie stepboards fitted to this batch		

### 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 most were painted BR crimson.

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. III  
 Historic Carriage Drawings  
 Passenger Train Formations 1923-1983 LMS LM Region  
 British Railways Pre-Nationalisation Coaching Stock Vol. 2

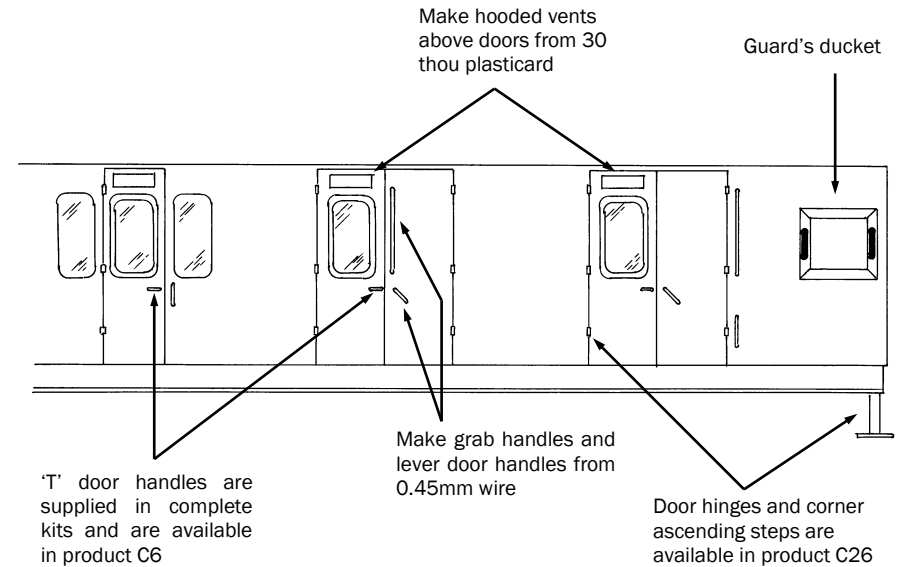
Jenkinson & Essery  
 Jenkinson & Campling  
 Clive S Carter  
 H Longworth

O.P.C.  
 Ian Allan  
 Ian Allan  
 O.P.C.

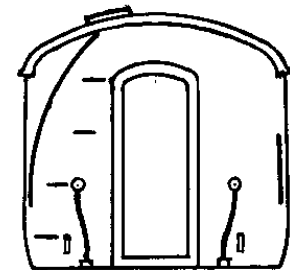
COMET MODELS components required to complete this carriage are:

Underframe	UM3	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM1
Roof	C10	Duckets	C15

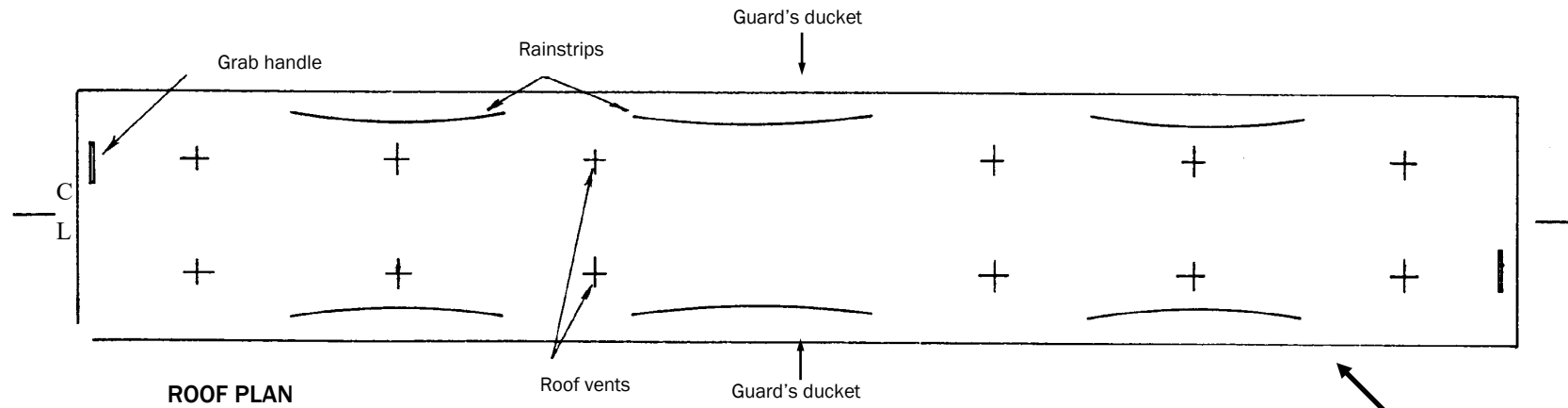
Scrap views showing additional detailing of sides and ends  
 (not all details may apply to this diagram)



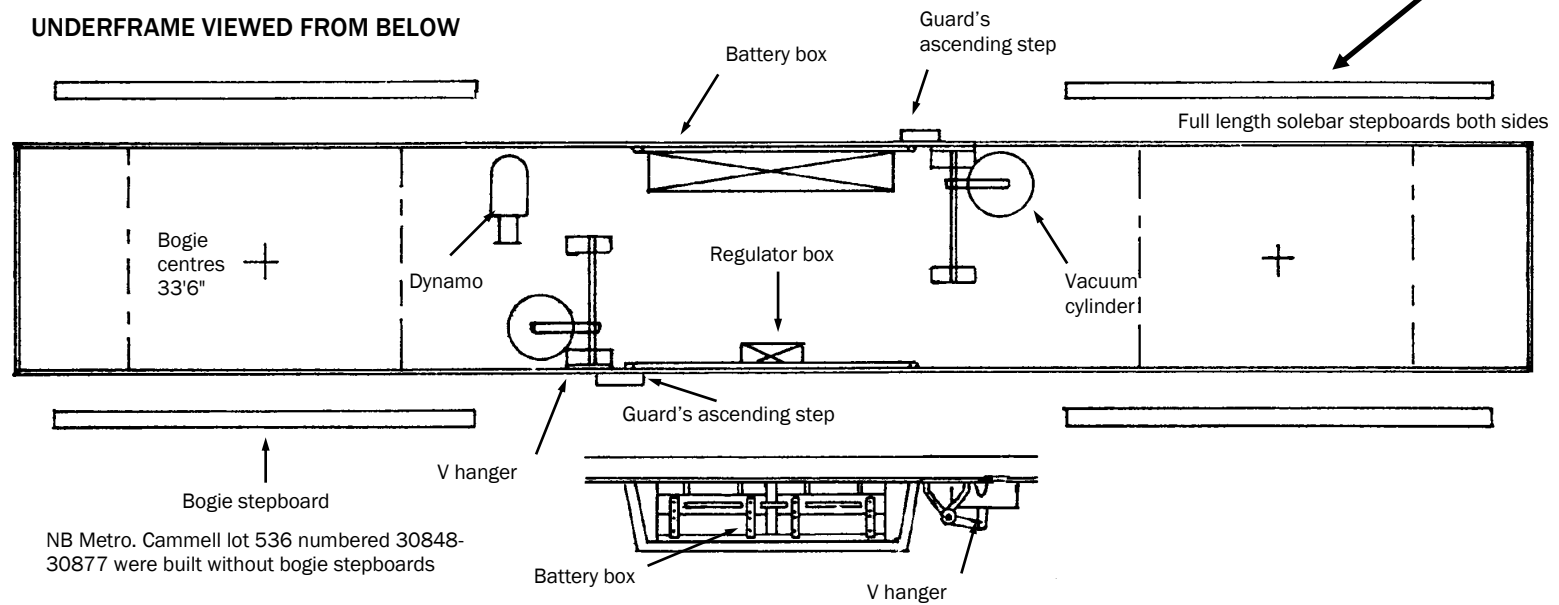
The ends are identical



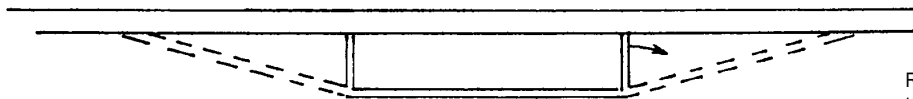
**D1715**



**UNDERFRAME VIEWED FROM BELOW**



NB Metro. Cammell lot 536 numbered 30848-30877 were built without bogie stepboards



Remove dotted section, 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.