

M6 LMS PERIOD I CORRIDOR THIRD/SLEEPER THIRD (TK/SLT) D1709

75 built 1928-1929; withdrawn 1955*-1962; 2 preserved 60'

* - 1 withdrawn before 1948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.

This diagram contained two separate styles. The first, represented by this etch, was a normal wood panelled Period I coach: the second, 10 built in 1931, was flush-sided. As built they were convertible for daytime use as standard corridor thirds and were not branded "Sleeping Car". They were later converted to fixed berths, and many eventually were converted to Cafeteria and Ambulance Cars.

Sample formations

Night Scot 1938 BG/SLF/SLF/SLF/RF*/RCO*/**SLT/SLT**/CK/TK/BG
*Added at Carlisle northbound only

The Irish Mail 1934 BG/POT/POS/POS/SLF/**SLT**/BTK/CK/CK/BTK/BG/BG

St Pancras—Glasgow 1938 BG/BG/CK/SLF/**SLT**/TK/TK/BG

Running numbers

500-524 built 1928 525-549 built 1928/9 550-574 built 1929, all at Derby

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.

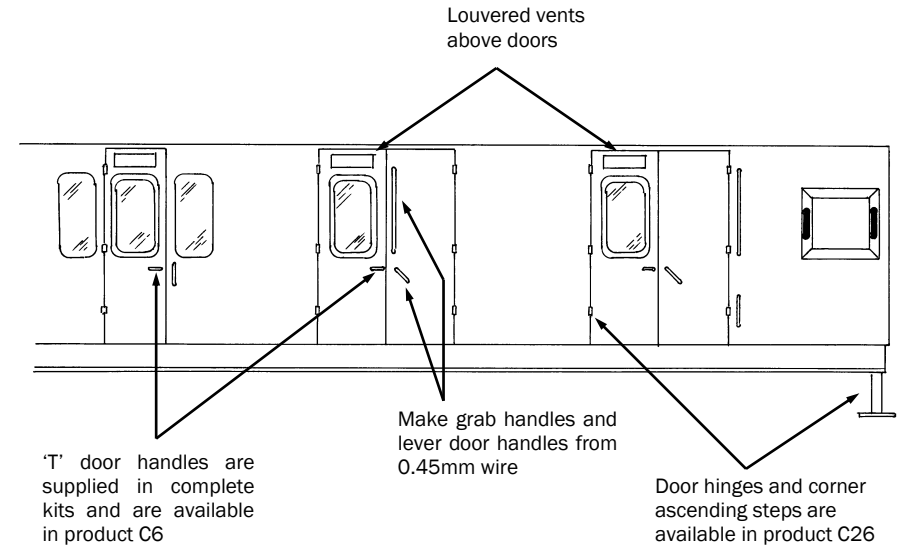
Further information

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

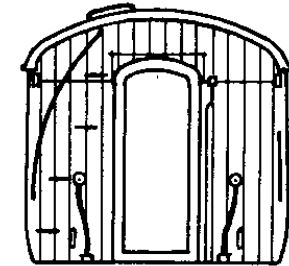
COMET MODELS components required to complete this carriage are:

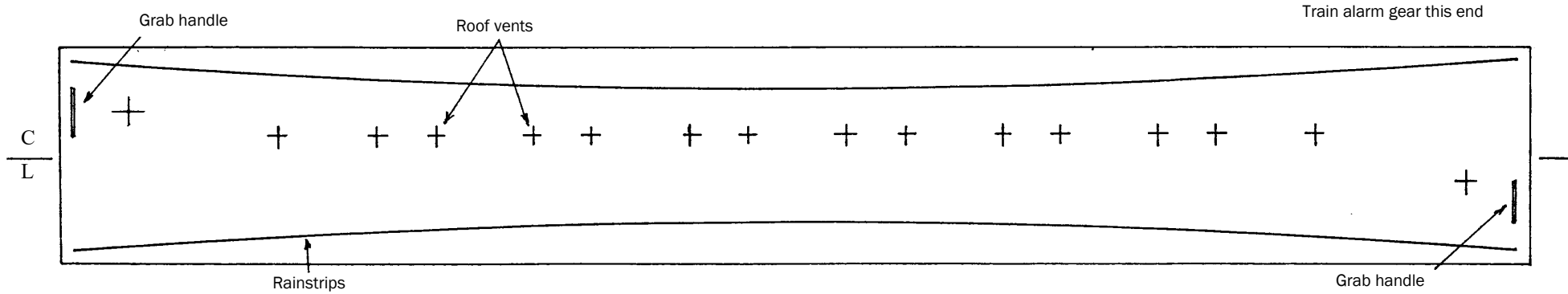
Underframe	UM2	Bogies	BM2
Underframe castings	UCM1	Roof castings	RC1
Ends	EM1	End castings	ECM1
Roof	C10	Interior	INT1

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

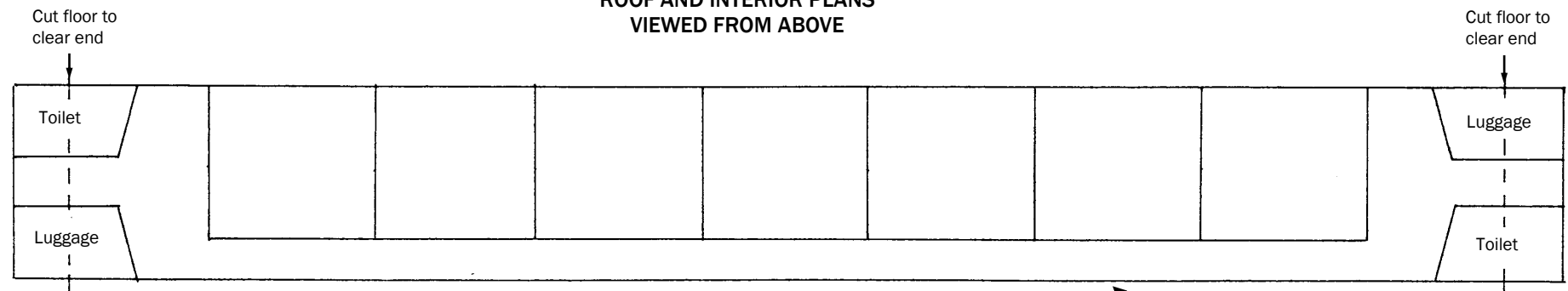


The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf





ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

