

M1 LMS PERIOD I SLEEPER FIRST (SLF)

D1705

42 built 1925-1930; withdrawn 1950*-1962; none preserved

68'

* - 1 withdrawn before 1948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.

Although an LMS coach, the design is similar to the earlier LNWR and WCJS vehicles. These sleeping cars were appointed to the luxury of first class hotels within the naturally limited space available. Built at Wolverton, they were used on premier overnight expresses on the LMS and BR(M).

Sample formations

<i>Night Scot</i> 1938	BG/ SLF/SLF/SLF /RF*/RCO*/SLT/SLT/CK/TK/BG *Added at Carlisle northbound only
<i>The Irish Mail</i> 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

310-319	built 1925	342-346	built 1929
320-331	built 1927	347	built 1930
332-341	built 1928	348-351	built 1929

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.

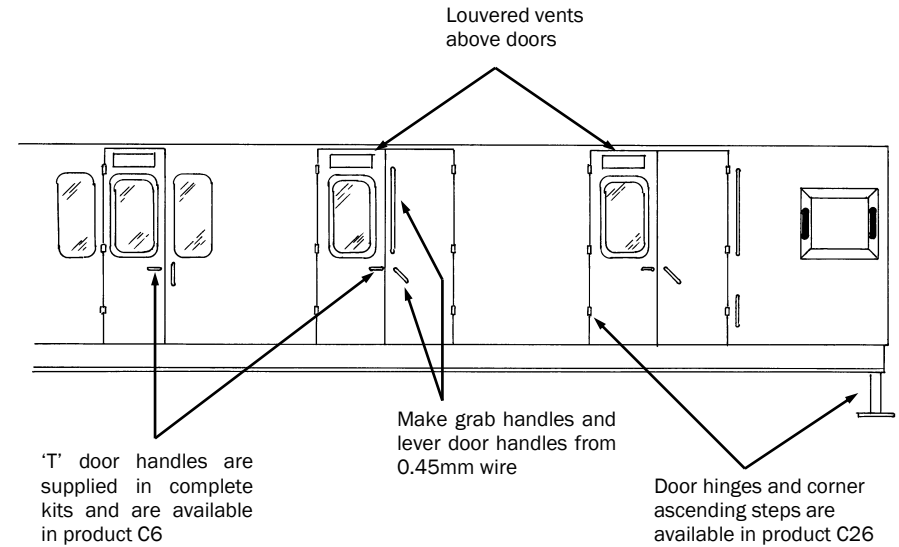
Further information

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

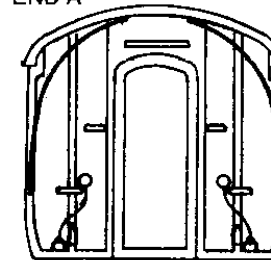
COMET MODELS components required to complete this carriage are:

Underframe	UM1	Bogies	BM1
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM3
Roof	C10		

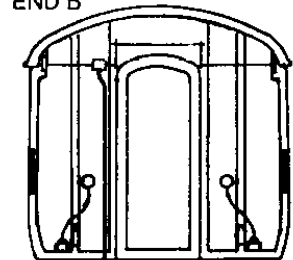
Scrap views showing additional detailing of sides and ends
(not all details may apply to this diagram)



END A



END B



These coaches had wood panelled ends with beading as shown. Plain steel type ends are supplied in the kit for this vehicle. For strict accuracy they may be adapted by using plastic strip to portray the beading.

End B Train alarm gear this end

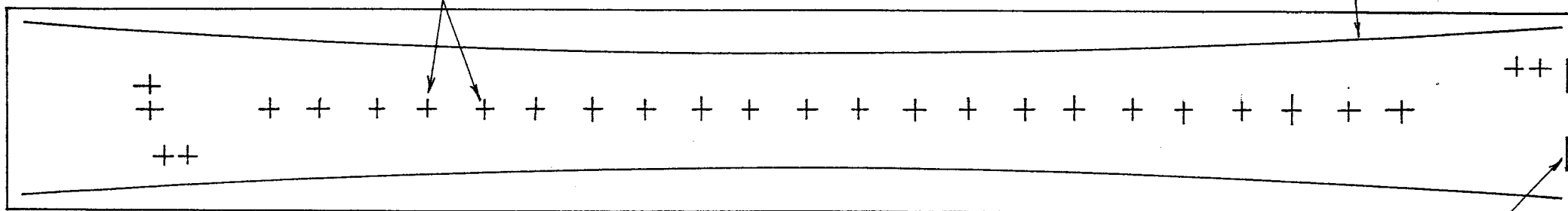
D1705

Rainstrips

End A

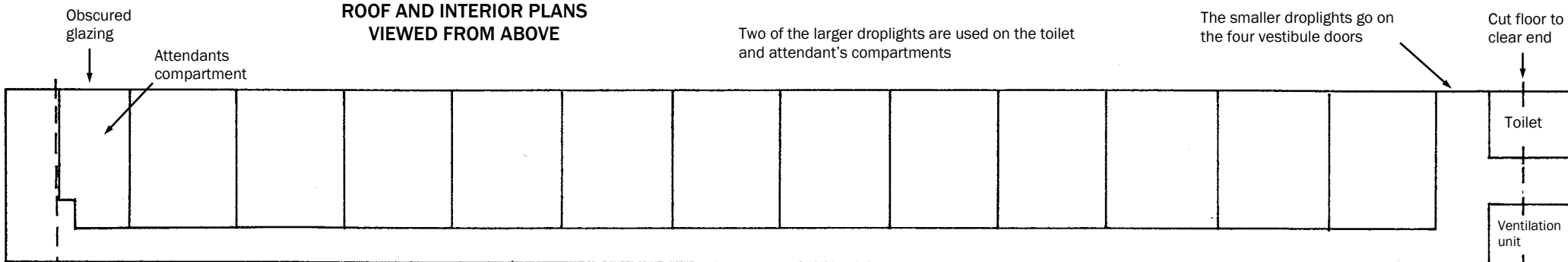
T/C

Roof vents



Grab handle

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



Two of the larger droplights are used on the toilet and attendant's compartments

The smaller droplights go on the four vestibule doors

Cut floor to clear end

Toilet

Ventilation unit

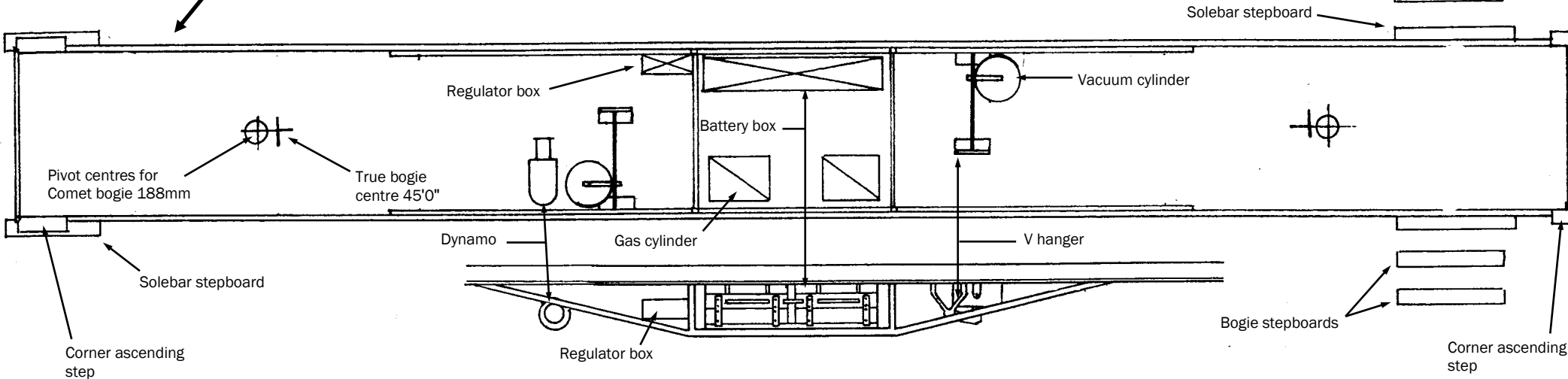
Eight of the larger droplights are used on the corridor windows and one on the ventilation unit compartment

Obscured glazing

Cut floor to clear end

Common edge

UNDERFRAME VIEWED FROM BELOW



Solebar stepboard

Regulator box

Vacuum cylinder

Battery box

Pivot centres for Comet bogie 188mm

True bogie centre 45'0"

Dynamo

Gas cylinder

V hanger

Solebar stepboard

Corner ascending step

Regulator box

Bogie stepboards

Corner ascending step