COMET MODELS

M68 LMS STANIER SLEEPER COMPOSITE (SLC) D1947

13 built 1936, withdrawn 1963-1964; none preserved 69'

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 69' sleeper composites were built at Derby with bogies built at Wolverton. They accommodated 14 third class passengers in three 4-berth and one 2-berth cabins. First class passengers had six cabins in pairs with interconnecting doors. These latter pairs were decorated individually in blue, beige and green colour schemes. From introduction the coaches were equipped with 'Thermo Reg' heating and ventilation.

Sample formations

The Royal Highlander	BG/CK/**SLC**/BG/TK/**SLC**/BG/BG/**SLC**/RC I Glasgow I Aberdeen I Perth I
St Pancras-Edinburgh 1955	BG/**SLC**/**SLC**/SLT/SLF/CK/CK/TK/TK/TK/BG

Running numbers

712-724	built 1936	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. 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.

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.

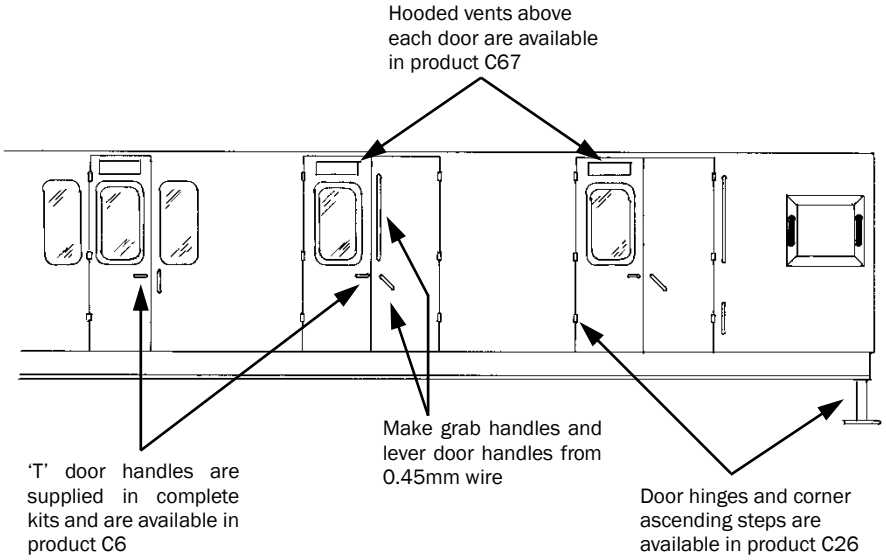
Further information

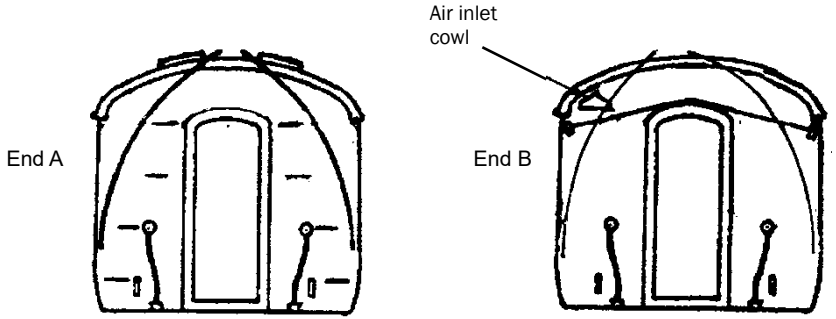
LMS Standard Coaching Stock Vol. II	Jenkinson & Essery	OPC
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan
British Railways Pre-Nationalisation Coaching Stock Vol. 2	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

Underframe	UM1	Bogies	BM1
Underframe castings	UCM1	Roof castings	RC2
Ends	Included	End castings	ECM4
Roof	C10	Gas cylinder	C18

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





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D1947

End A

End B

Grab handle

Train alarm gear this end

C

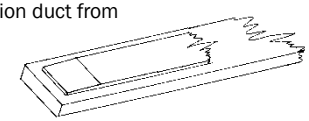
L

Tank filler

Make ventilation duct from plasticard

Roof vents

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



Drill 2.0mm holes along centre line of duct
Lower section 30 thou x 7mm wide
Upper section 10 thou x 4.5mm wide
Chamfer ends on upper section
Glue together then fix to roof with superglue through drilled holes

Cut floor to clear end

Cut floor to clear end

Toilet

Toilet

Third

Third

Third

Third

First

First

First

First

First

First

Attendant's compartment

Toilet

Common edge

UNDERFRAME VIEWED FROM BELOW

Regulator box

Vacuum cylinder

Dynamo

Battery box

Pivot point for Comet bogies at 192mm centres

Prototype bogie centres 46'0"

Gas cylinder

V hanger

Solebar stepboard

Solebar stepboard

Corner ascending step

Bogie stepboard

Regulator box

Corner ascending step