

M1 LMS Period I SLEEPER FIRST

D1705

Introduced 1925, last withdrawn 1962

68'

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 between 1925 and 1930 to a total of 42 vehicles, they were modernised versions of the LNWR design, and were used on premier overnight expresses on the LMS and BR(MR) lasting until 1962.

Sample formations

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

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

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

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 'psuedo-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.

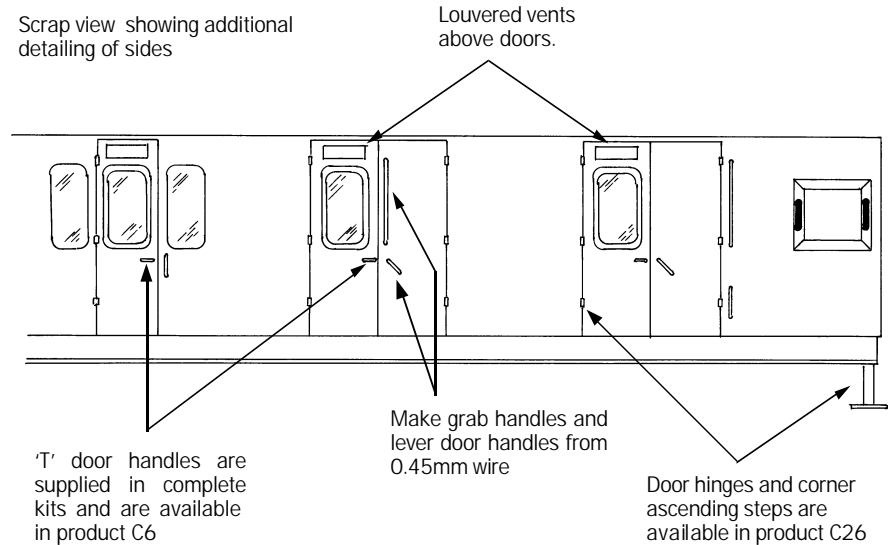
Underframes and bogies were finished in black

Further information

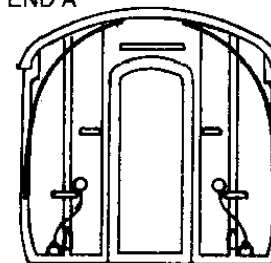
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

COMET MODELS coach components required to complete this coach are as follows

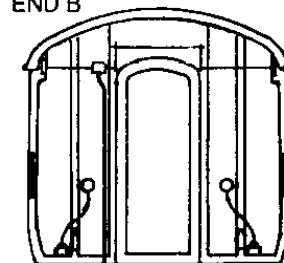
Underframe	UM1	Bogies	BM1
Underframe castings	UCM1	Roof castings	RC1
Ends	EM3	End castings	ECM3
Roof	C10	Gas cylinders	C18



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.

