

M24 LMS Period II SLEEPER COMPOSITE

D1781/1844

Introduced 1930, last withdrawn 1963

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.

These 12 coaches were built by the LMS at Wolverton to an LNWR design. They provided sleeping accommodation for both classes within one vehicle to afford the required operational flexibility for premier sleeper trains having several smaller through portions. As built to D1781 they were convertible for daytime use but were rebuilt to D1844 with fixed berths and altered toilet arrangements.

Sample formations

Royal Highlander BG/CK/**SLC**/BG/TK/**SLC**/BG/BG/**SLC**/RC
 | Glasgow | Aberdeen | Perth |

St Pancras-Edinburgh 1955 BG/**SLC**/**SLC**/SLT/SLF/CK/CK/TK/TK/TK/BG

Running numbers

700-705 built 1930 706-711 built 1931

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.

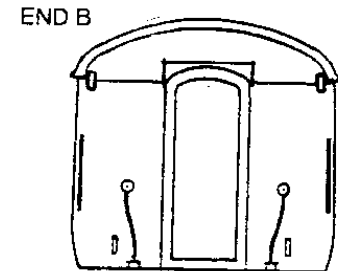
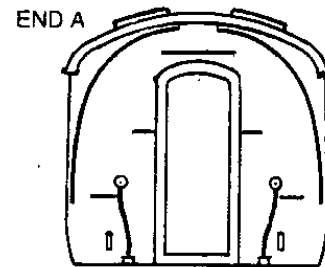
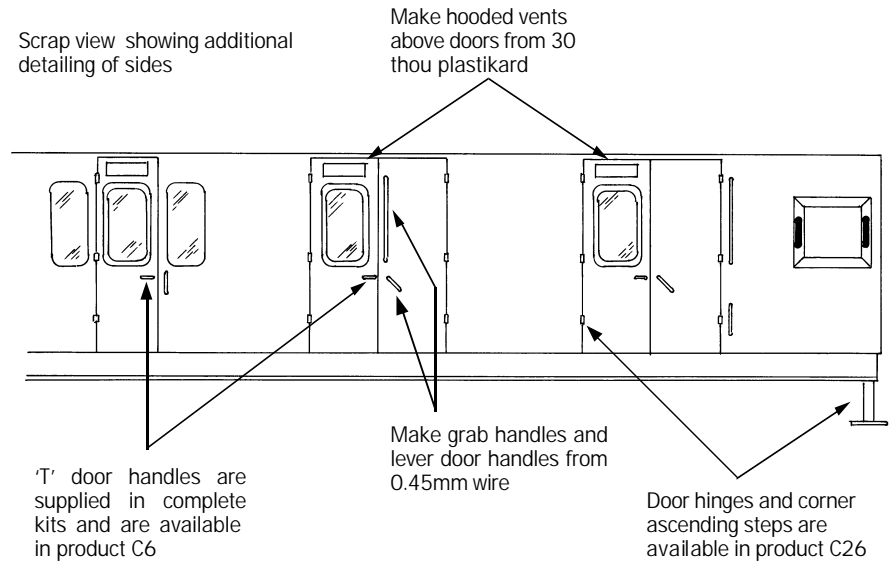
Underframes and bogies were finished in black

Further information

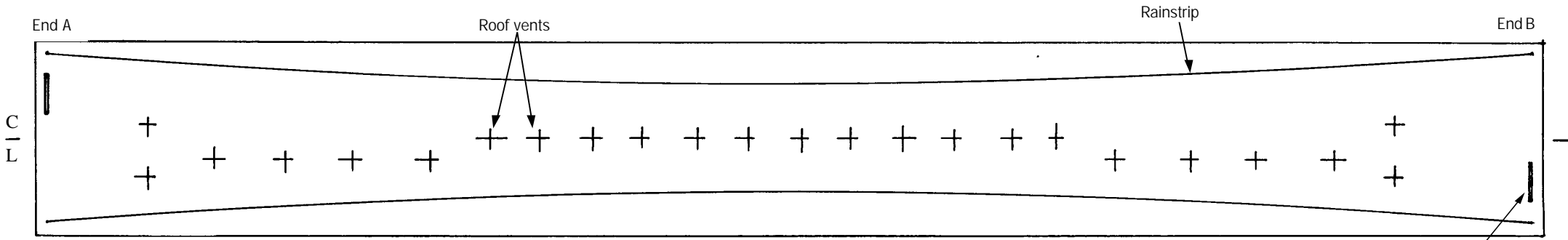
LMS Coaches	Jenkinson & Essery	O.P.C.
Historic Carriage Drawings	Jenkinson & Campling	Ian Allan
Passenger Train Formations 1923-1983 LMS LM Region	Clive S Carter	Ian Allan

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		



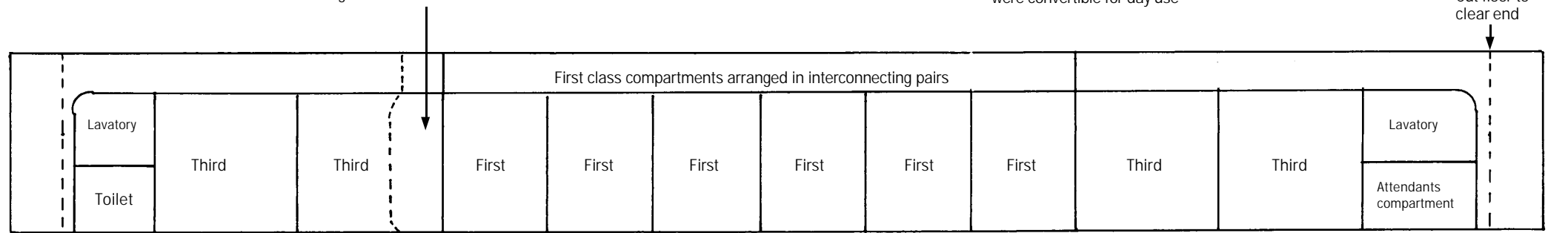
These coaches had non-standard steel ends with steps at one end as shown. Standard steel type ends are supplied in the kit for this vehicle and these will need to be modified if strict accuracy is required.



D1844 had fixed berths in thirds. Part of one compartment was converted to a first class toilet and the dividing door moved to suit

ROOF AND INTERIOR PLANS VIEWED FROM ABOVE

D1781 third class compartments were convertible for day use



UNDERFRAME VIEWED FROM BELOW

Bogie stepboards 22mm long above and below the outer wheels on corridor side only

