

M35 LMS Stanier SLEEPER FIRST

D1926/2166

Introduced 1935, last withdrawn 1966

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.

Built at Wolverton in 1935/6 (D1926) and post-war by BR in 1951/2 (D2166, with pressure ventilation), these 51 coaches provided the most up-to-date luxury sleeping accommodation on LMS and early BR services.

Sample formations

Night Scot 1938	BG/ SLF / SLF / SLF /RF*/RCO*/SLT/SLT/CK/TK/BG *Added at Carlisle northbound only
St Pancras-Glasgow 1938	BG/BG/CK/ SLF /SLT/TK/TK/BG
Irish Mail 1954	BG/SLT/ SLF /TK/BTK/CK/TK/TK/TKTK/RT/BTK I LMS stock I BR Mk1 stock I LMS stock
St Pancras-Edinburgh 1955	BG/SLC/SLC/SLT/ SLF /CK/CK/TK/TK/TK/BG

Running numbers

D1926		D2166	
352-371	built 1935/6	378-382	built 1951
372-377	built 1936	383-402	built 1951/2

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.

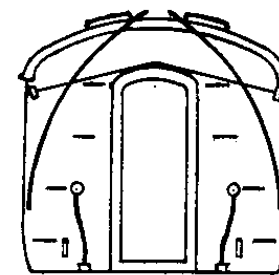
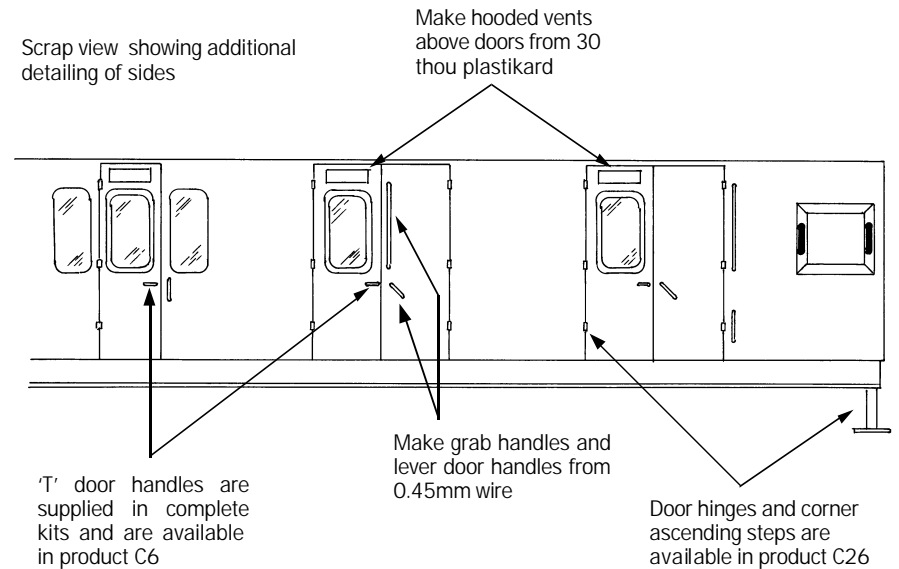
Underframes and bogies were finished in black

Further information

LMS 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

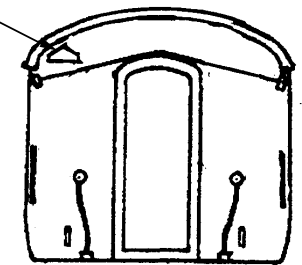
COMET MODELS coach components required to complete this coach are as follows

Underframe	UM1	Bogies	BM1
Underframe castings	UCM1	Roof castings	RC2/3
Ends	EM3	End castings	ECM4
Roof	C10	Gas cylinder	C18



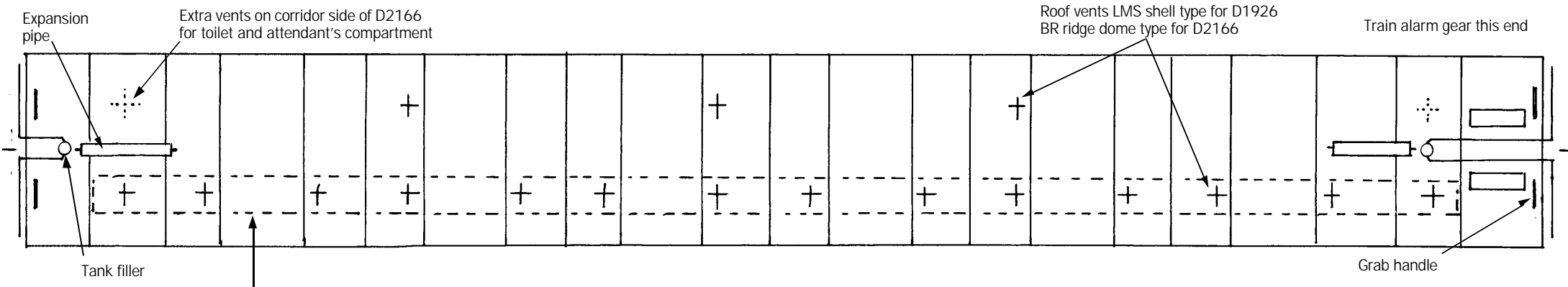
Air inlet cowl

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



D1926. These coaches had non-standard steel ends with steps both sides of the gangways 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.

D2166. These coaches had non-standard steel ends with steps both sides of the gangways as shown for D1926. The steps, handrails and roof grab handles were later removed as shown above for running under high voltage wires. They were fitted with double scissors gangways



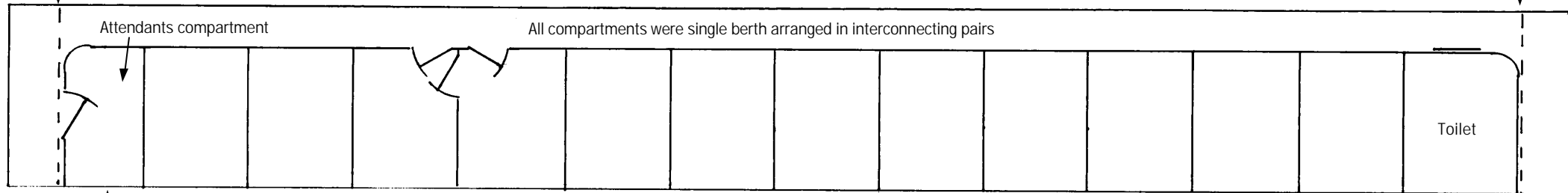
ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE

Plan shows D1926 which had the battery box on the compartment side. Note that the body of D2166 was reversed in relation to the underframe, with the battery box on the corridor side.

Pressure ventilation duct in place of vents on D2166. Make from 1.0mm styrene sheet

Cut floor to clear end

Cut floor to clear end



UNDERFRAME VIEWED FROM BELOW

