

## E20 LNER GRESLEY 4-WHEELED FULL BRAKE (BYP) - the "Pigeon Van" D120

**59 built 1928-1930; withdrawn 1959\*-1967; 2 preserved** **31'10"**  
 \* - 4 withdrawn before 1948 due to accident/war damage

These etched sides and ends can be built into a complete coach using products from our range as supplied in our full kits. Please refer to the panel opposite. Please note, however, that the spring and axlebox castings supplied are to LMS pattern. Should you prefer the pack can also be used for scratchbuilding.

Although a somewhat archaic design these vans saw service in all types of parcel and perishable trains. They could be found all over the LNER and would have been worked to other parts of the country, particularly on pigeon traffic.

### Sample formations

7.10am Doncaster-Kings Cross 1950	<b>BZ/BCK/BTK/TK/CK/TK/RB*/BG</b> * to Peterborough MFSx
12.40pm Grantham-Doncaster	<b>BZ/B*/TK/CK/TK/BTK/BZ/BZ</b> *non-gangwayed bogie van
Marylebone-Manchester 1956	<b>BG/BG/BG/TK/BCK/BCK/BG/BZ</b>
6.55 Kings Cross-Grantham 1950	<b>BZ/TK/TK/TK/B*/TK/CK/TK/BTK/BZ/BZ</b> Hitchin SxI *non-gangwayed bogie van

### Running numbers

Built	Original	Interim	1946
Stratford 1928	6801-29	6801-29	70194-70222
Stratford 1929	6830-39	6830-39	70223-31
York 1929	6840-8/50	772, 6840-2/44-8/50	70232-8/40/6
York 1930	6849/51-4, 767-71	767-71/3-6	70241-5/47/8/50

### Livery

These coaches were originally varnished teak. The panels above the waist were vertically grained, those below were horizontally grained. Teak weathered, so any colour from almost buff to dark brown would have been seen. Lettering and numbering was gold shaded red, pink and white. LNER was placed as far left as practicable and the number as far right, both on the waistline.

From 1949 to 1956 they were painted in BR carmine with yellow insignia. From 1956 they were painted unlined maroon, although not all would have survived long enough to receive this livery.

### Further information

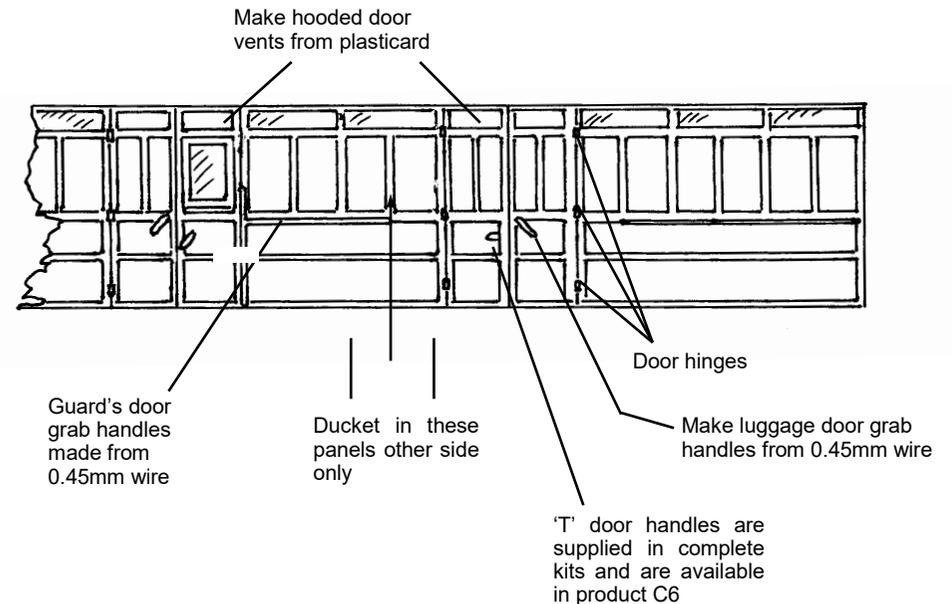
LNER Carriages	Michael Harris	Thomas & Lochar
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vol 3	CJG Bishop	
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

Isinglass Drawing 4/619

COMET MODELS components required to complete this carriage are:

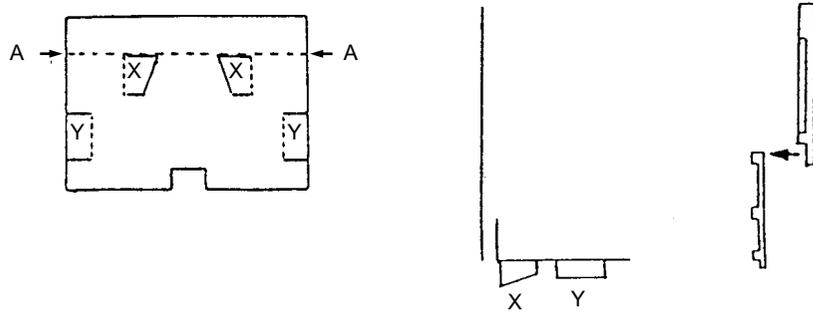
Underframe	UE5	W irons	C7
Underframe castings	UCE1	Axleboxes	C17
End castings	ECE2	Brakes	C14
Roof castings	RC1	Roof	C10

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

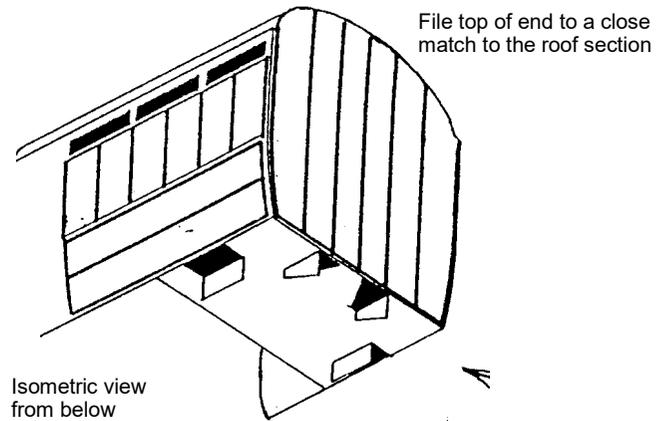


## Modelling notes

D120

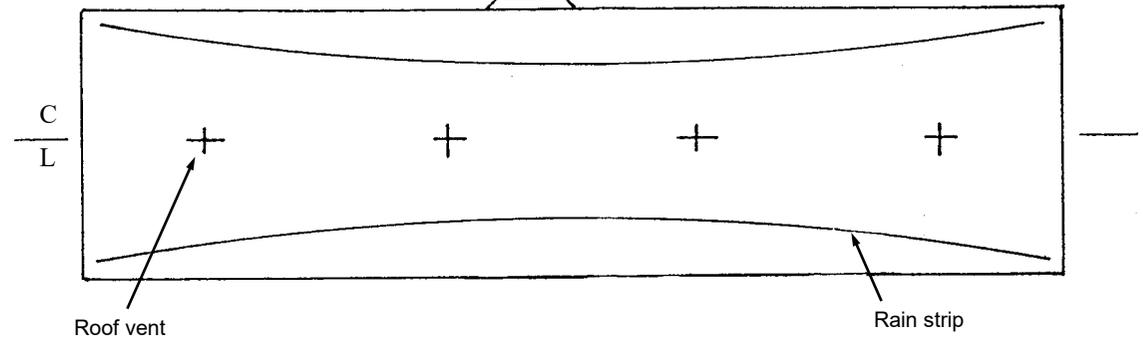


- 1 Fold brackets to 90° on line A-A with half etch to the *inside* of the fold
- 2 Solder brackets to ends.
- 3 Solder the upper and lower body sides together.
- 4 Form the tumblehome in the sides and solder them to the ends. The sides fit outside the ends.
- 5 Fold down tabs X and Y with half etch to the *inside* of the fold. These tabs locate the solebars and bufferbeam



Isometric view from below

ROOF PLAN VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

