

E25 LNER GRESLEY 4-COMPARTMENT CORRIDOR BRAKE THIRD (BTK) D114

166 built 1929-1939; withdrawn 1950*-1966; 1 preserved **61'6"**

*- some withdrawn before 1948 due to accidents, war damage or conversions

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 coaches were built for general service and were the most common Gresley brake thirds. Variations existed in the arrangement of the stepboards and you should rely on a contemporary photograph if you wish to model a particular vehicle. Those built before 1931 had turnbuckle underframes (Comet pack C31); later builds had angle iron trussing. As a rule, the grab handle adjacent to the guard's ducket was fitted in the lower position. Alternative locations are indicated by half etched dimples on the reverse of the upper section of the coach side. Many saw wartime WD service and some were converted to Carflats in the 1960s.

Sample formations

5.45pm Kings Cross-Newcastle- Hull-Lincoln 1935	BTK/TK/RTO+RK+RFO/FK/BG/BCK/BFK/CK/TK/BCK I Newcastle I Hull I Lincoln
4.50pm Kings Cross-Cambridge- Peterborough 1942	BCK/TK/TK/TK/BTK/CK/TK/TK/TK/CK/BTK I Cambridge I Peterborough
8.00am South Shields- Kings Cross 1950	BTK/CK/FK/RF/TO/TK/TK/TKTK/TK/BTK
9.37am Leeds-Kings Cross 1953	BTK/TK/TK/TK/TK/TK/BTK/TK/TK/TK/BTK

Sample running numbers

	Original	1943 renumbering
York	1929	41351-4, 52201-12
York	1930	21059, 21863, 22226, 22654, 3293 3310/25/37/50/47/64/70/2
Birmingham RC&W	1930	22383/4, 3485/9/607/8/15/8/60/2/6/9/73/82
York	1930/31	3406/35, 1109, 4941-52, 1101/8/60/61
Dukinfield	1932	3930/3, 4936/8
Dukinfield	1933	3940/63/5-8
York	1934	24675, 1228-30/32/6
Doncaster	1934	52233-42
York	1936	41359/60, 7584/5, 62750
York	1937	24291-336, 31214/5
York	1939	24490-509, 43151, 57458/9
		16247/8, 16326-31/33-37 16324/5, 16346, 16353-62/70/96-8 16338/9, 16349/50 16340-5 16313, 16399-403 16383-92 16367/8, 16395, 16726 16250-94, 16347/8 16295-312, 16369, 16393/4

Full details of build dates, locations and running numbers may be found in the references below.

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 gangwayed passenger stock was painted in BR carmine and cream, with gold and black lining. The cream panel ran from slightly below the waistline beading to the cantrail. The black line was against the cream. Lettering and numbering was in yellow, with the numbers at the right hand end 6" below the lining. From 1956 these coaches were painted maroon lined gold/black/gold at the waist.

Modelling notes

The sides are produced as two sets of top/bottom pairs to give the passenger and brake compartments. To obtain the three depths required to depict the beading the lower bodyside is soldered on top of the half-etched strip that runs along the bottom of the upper half of each pair. The droplights are next added and the tumblehome formed. Repeat this for both the passenger and brake compartments for both sides.

Further information

LNER Standard Gresley Carriages
Historic Carriage Drawings Vol 1
LNER Passenger Train Vehicles Vol 2

Michael Harris
Nick Campling
CJG Bishop

Mallard
Pendragon

Comet Models components required to complete this carriage are:

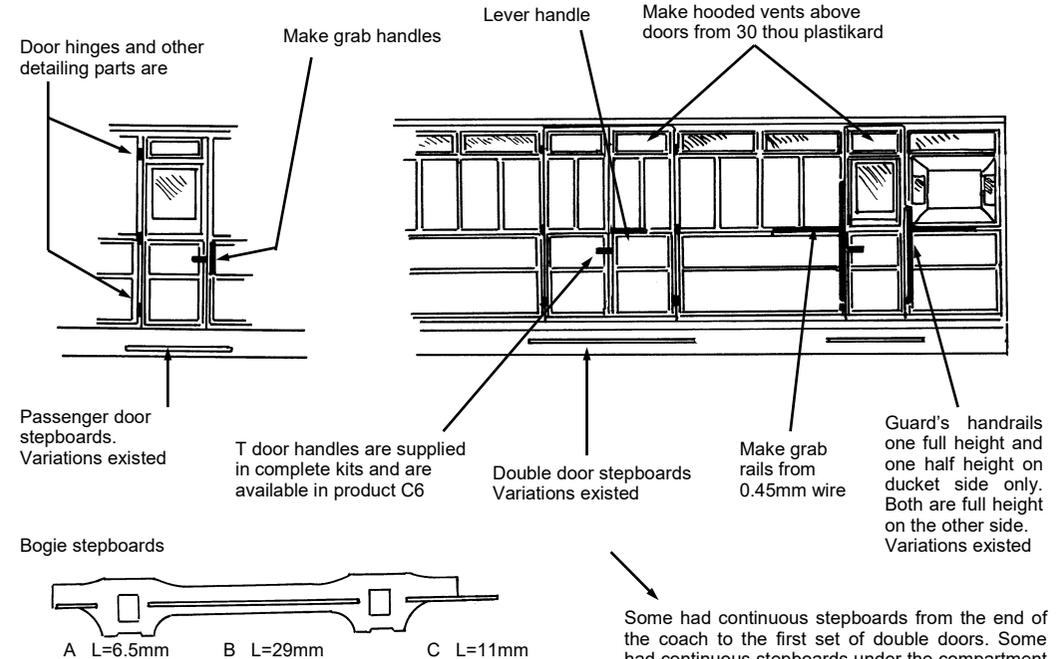
Underframe	UE1	Bogies	BE1
Underframe castings	UCE1	Interior	INT1
Ends	EE2	End castings	ECE1
Roof	LNEC001	Roof castings	RC1
Guard's ducket	C15	Battery boxes	C45

British Railways Pre-Nationalisation Coaching Stock Vol. 1 H Longworth
Isinglass Drawing 4/122

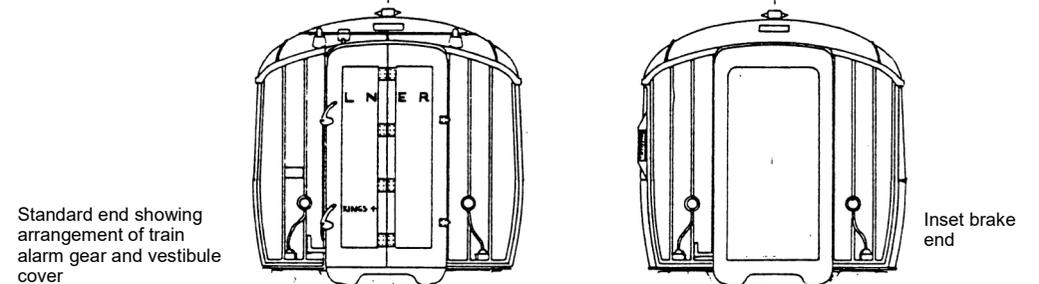
O.P.C.

Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

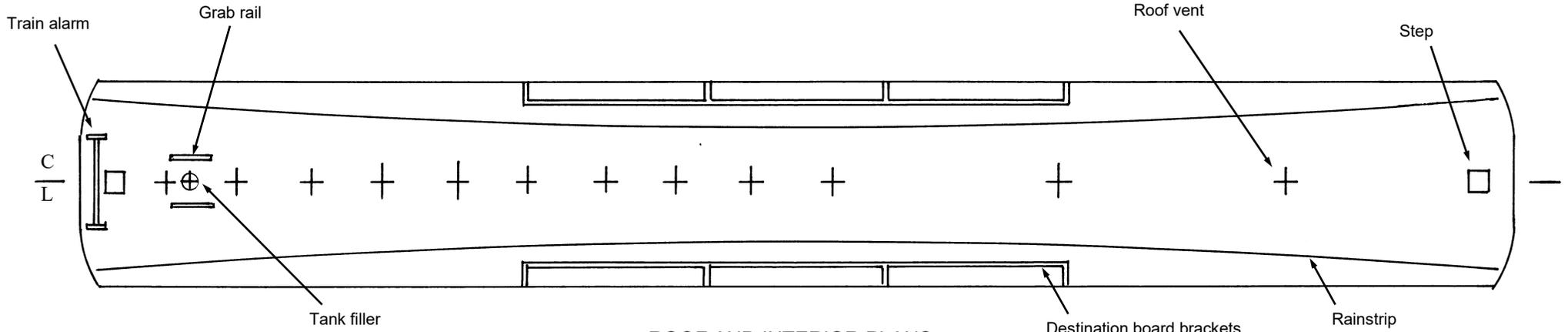


A and B at guards end with A outboard.
B only on passenger end bogie.
Other variations existed.

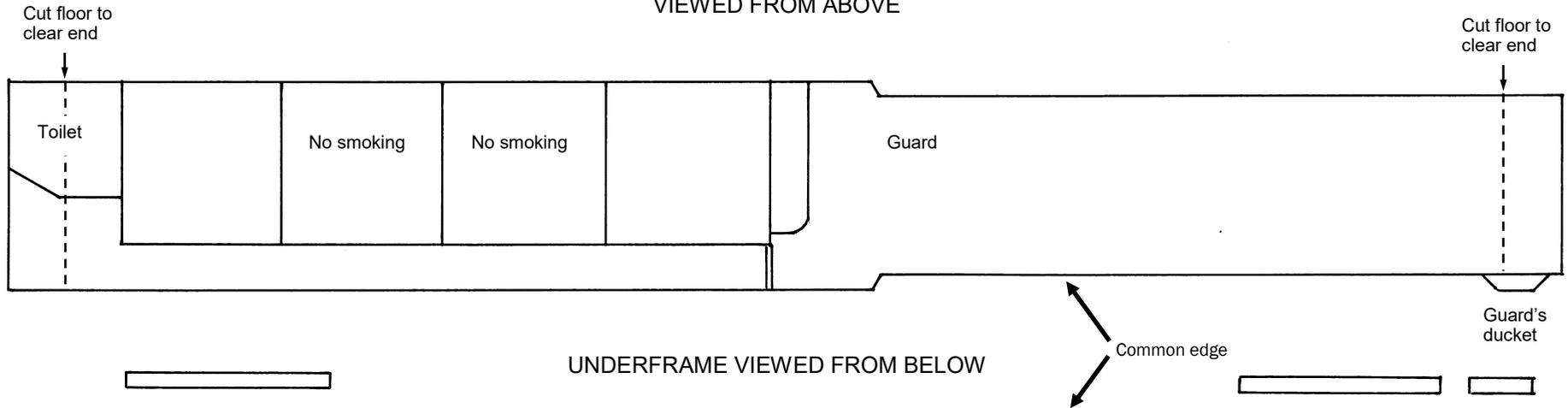


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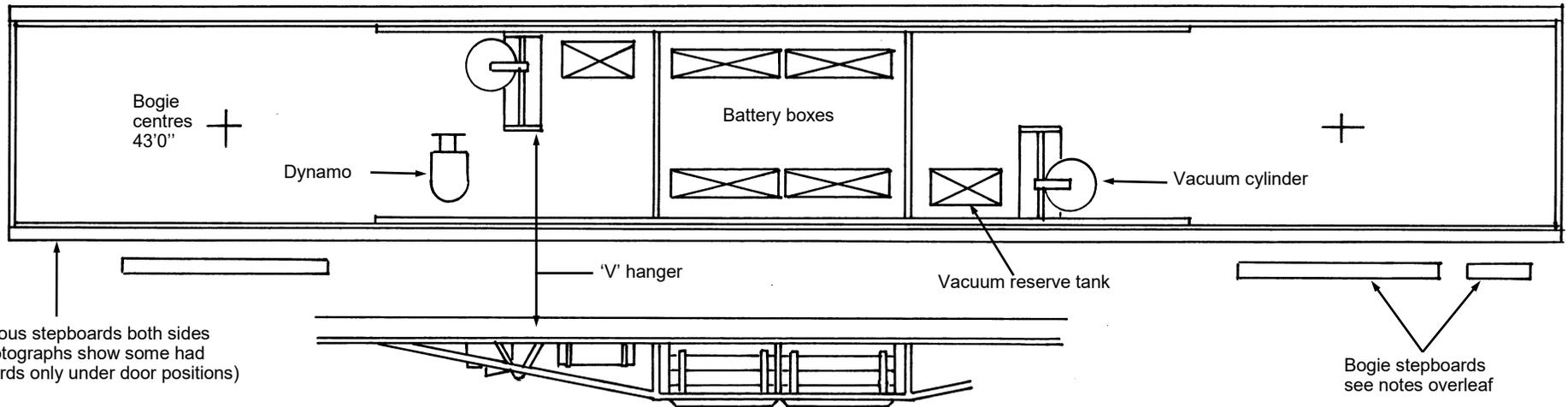
D114



ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW



Continuous stepboards both sides
(NB photographs show some had
stepboards only under door positions)

Bogie stepboards
see notes overleaf