

E34B LNER GRESLEY GANGWAYED FULL BRAKE (BG)

52'6"
D111/254/282

D111: 15 built 1928-1930; withdrawn 1961-1966; none preserved

D154: 10 built 1932; withdrawn 1962-1968; none preserved

D284: 7 built 1938; withdrawn 1960-1972; none preserved

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 full brakes were originally built for the GE area, but would have found their way over the whole system. D111 and D154 built with turnbuckle underframes; D282 had conventional angle iron trussing.

Sample running numbers

Works	Date	Original number	1943 renumbering
<u>D111</u>			
York	1928	6739-48	70145-54
Doncaster	1930	6749-53	70155-59
<u>D154</u>			
York	1932	6754-63	70280-89
<u>D282</u>			
York	1938	6785-90/7	70554-60

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. In later LNER days they were just painted beech brown, with no attempt at graining. From 1949 to 1956 they were painted unlined BR carmine with yellow insignia. From 1956 these coaches were painted unlined maroon although not all may have survived long enough to receive it.

Modelling notes

The sides are produced as a top/bottom pair. 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. The droplights are next added and the tumblehome formed.

Further information

LNER Carriages
Historic Carriage Drawings Vol 1
LNER Passenger Train Vehicles Vol 3
British Railways Pre-Nationalisation Coaching Stock Vol. 1

Michael Harris
Nick Campling
CJG Bishop
H Longworth

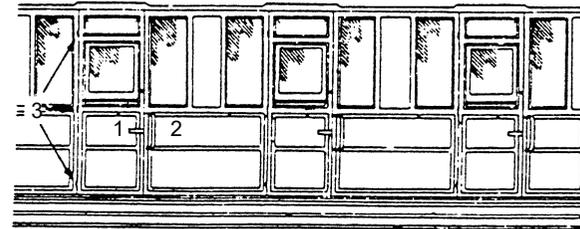
Thomas & Lochar
Pendragon
O.P.C.

Isinglass Drawing 4/195

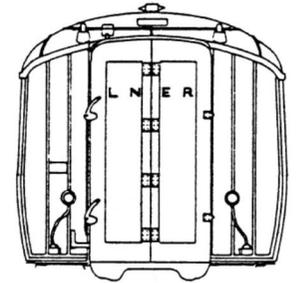
COMET MODELS components required to complete this carriage are:

Underframe	UE3	Bogies	BE2
Underframe castings	UCE1	Roof castings	RC1
Ends	EE1	End castings	ECE1
Roof	C10A	Guard's ducket	C15
Battery boxes	C45	Turnbuckles	C31

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



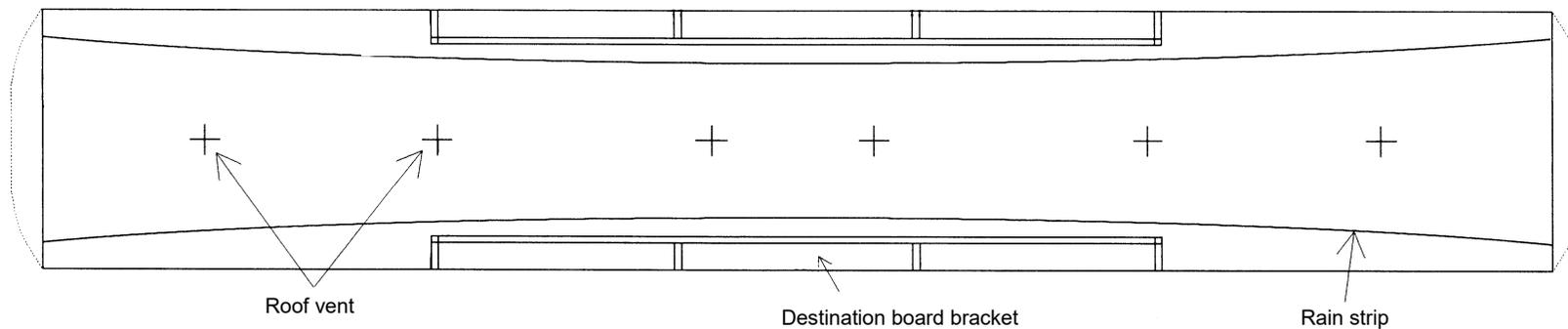
1. T door handle
2. Grab handle
3. Door hinges



The ends are identical, and neither has train alarm gear.

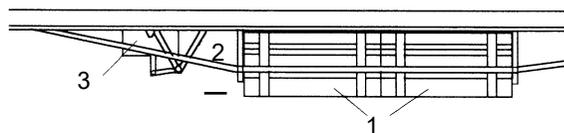
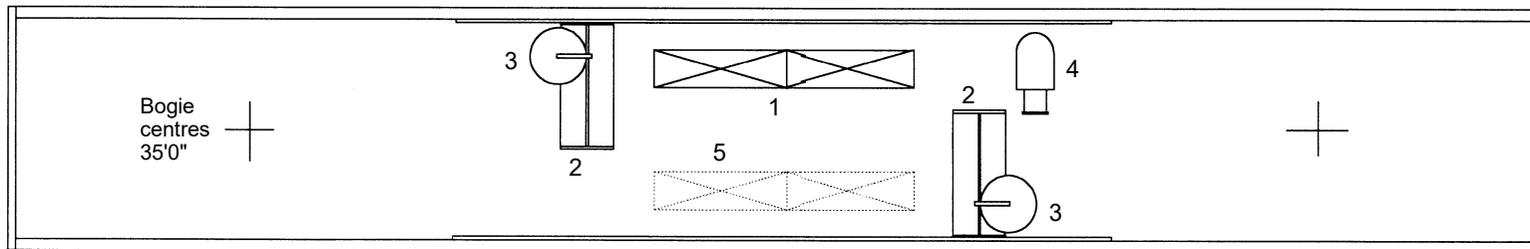
ROOF PLAN VIEWED FROM ABOVE

D111/254/282



UNDERFRAME VIEWED FROM BELOW

Full length stepboards
both sides



- 1. Battery box
- 2. Brake V hanger
- 3. Vacuum cylinder
- 4. Dynamo
- 5. Extra battery box. One or two extra were often fitted, depending on area of operation and actual hours running as opposed to standing about in sidings. Photographs of specific coaches should be used for absolute certainty.