COMET MODELS

E28 LNER GRESLEY CORRIDOR COMPOSITE (CK) D6/6A/130

D6: 15 built 1926-1929; withdrawn 1958-1962; none preserved 61'6"
D6A: 2 built 1926; withdrawn 1958; none preserved
D130: 152 built 1930-1940; withdrawn 1937/1942/1961-1966; none preserved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.

This was in all respects a standard all door coach on a 60' underframe, but the adherence to standard compartment dimensions meant a half first coupé in the centre. Coaches built before 1934 had turnbuckle underframes (add Comet C31 to the parts list) with full length stepboards; the rest had angle iron trusses and stepboards only under the doors. Diagrams 6 and 130 were 1st/3rd, whilst 6A was 1st/2nd for boat train use but was reclassified 1st/3rd in 1943. Diagrams 6 and 6A were 9' wide, and D130 9'3".

Running numbers

		Original	1943
D6			
York	1926	51869/70, 63792-7/800	18000/1/8-14
York	1929	51872-7	18002-7
D6A			
York	1926	63798-9	18015-6
D130			
Cravens	1930	22428-31	18166-9
York	1930	32378/81/90/1, 32429	18269/70/2/3/5
Cravens	1931	32441/2	18276/7
York	1934	32385/401/53/59-61, 63861-4	18271/4/8-81/302-5
Metropolitan Cammell	1935	23918-47	18170-99
BRCW	1935	51878-94, 7761/70/1	18282-98, 18313-15
York	1935	32275/86/306	18267/8, (32306 wdn. 1937)
York	1937/38	24337-86	18200-48 (24357 wdn. 1942)
York	1938	64101/2	18306/7
York	1939	24510-7	18249-56
Doncaster	1939	24602-11	18257-66
York	1940	58104-6, 64135-9	18299-301, 18308-12

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 a top and 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 of each pair. The droplights are next added and the tumblehome formed.

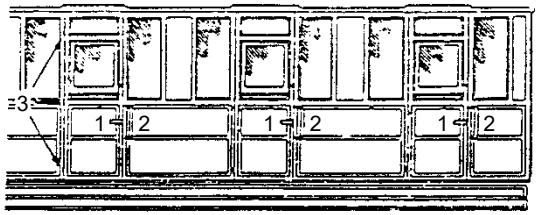
Further information

LNER Standard Gresley Carriages	Michael Harris	Mallard
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vol 3	CJG Bishop	The LNER Society
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC
Isinglass Drawing 4/109		

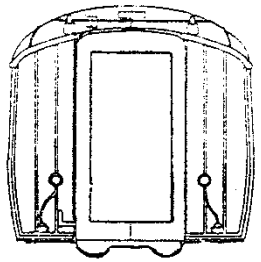
Comet Models components required to complete this carriage are:

Underframe	UE1	Bogies	BE1
Underframe castings	UCE1	Interior	INT1
Ends	EE1	End castings	ECE1
Roof	C10B	Roof castings	RC1

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 hinge



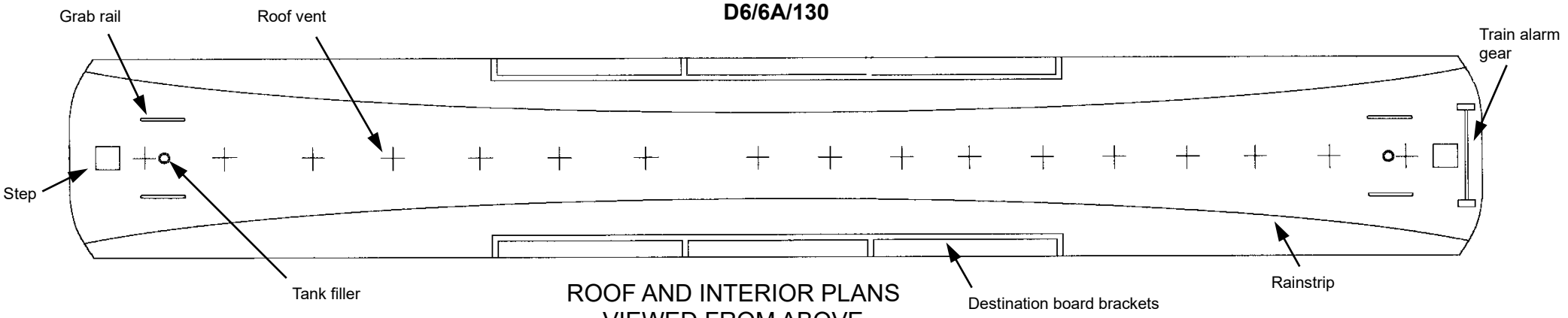
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf

Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

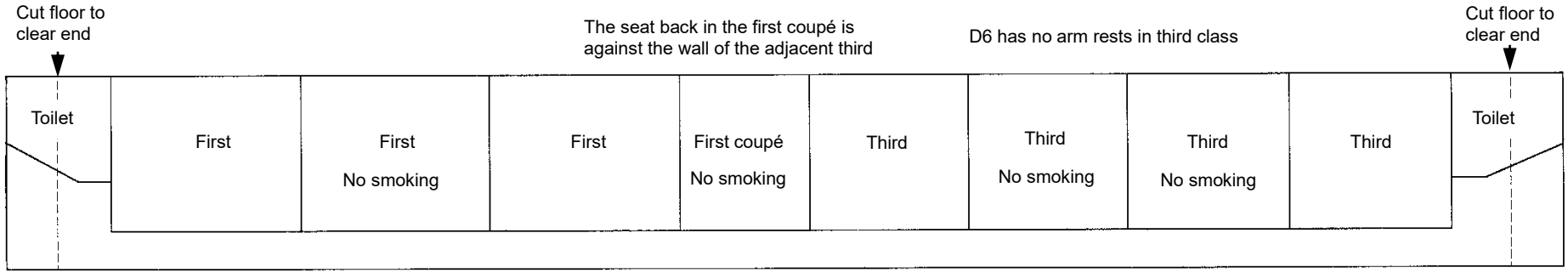
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D6/6A/130



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

