COMET MODELS

E34A LNER GRESLEY NON-GANGWAYED FULL BRAKE (B) 51'1½"
D67/129/284

D67: 9 built 1926-1927; withdrawn 1960-1962; none preserved
D129: 26 built 1928-1938; withdrawn 1963-1969; 1 preserved
D284: 5 built 1939; withdrawn 1964-1970; none preserved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. All but the last two of D129 and all of D284 were built with turnbuckle underframes. D129 was adapted for pigeon traffic by having extra shelves fitted to carry baskets. 70070 and 70562 were converted to bread vans in 1948 and 1946 respectively; 70261, 70268 and 70561 to Post Office Tenders in 1963, 1963 and 1948.

Sample running numbers

Works	Date	Original number	1943 renumbering
D67			
Dukinfield	1926/7	31, 6686-93	70070-8
D129			
York	1928	2178/99/246/306	70251-4
Dukinfield	1931	6764-83	70255-74
York	1937/8	6784/91	70275-6
D284			
York	1939	6792-6	70561-4 (6795 withdrawn 1941)

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 would 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

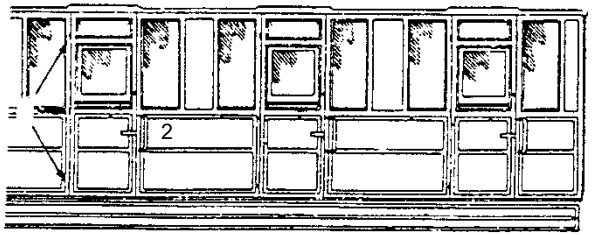
LNER Carriages	Michael Harris	Thomas & Lochar
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vol 3	CJG Bishop	The LNER Society
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC

Isinglass Drawing 4/223

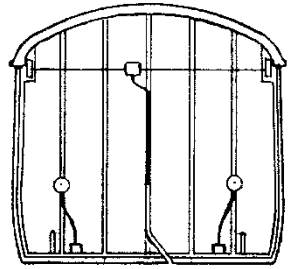
COMET MODELS components required to complete this carriage are:

Underframe	UE3	Bogies	BE2
Underframe castings	UCE1	Roof castings	RC1
Ends	EE3	End castings	ECE2
Roof	C10	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)



2. Grab handle
3. Door hinges



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

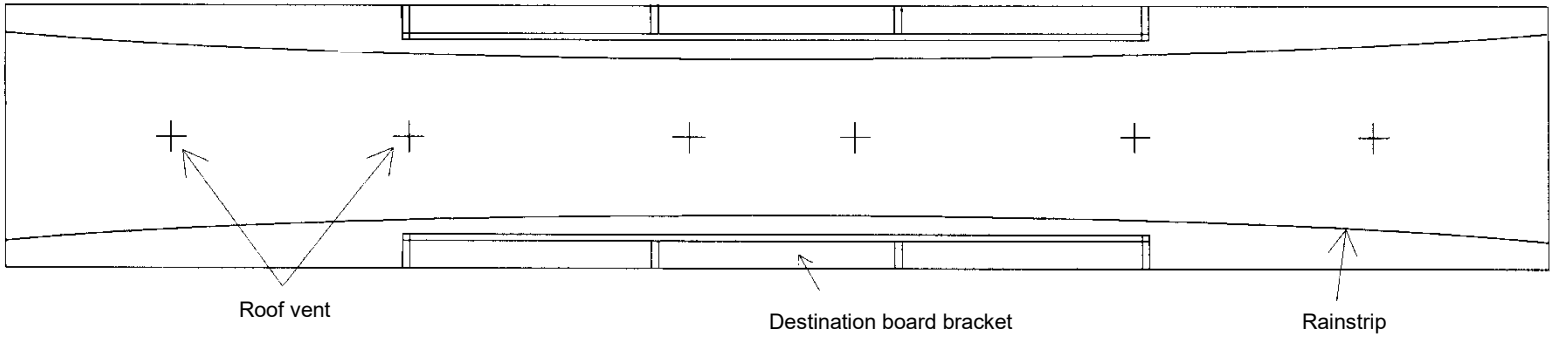
Door hinges, train alarm gear ears and solebar ascending steps are available in product C26.

Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
Tel 01652 635885, web www.wizardmodels.ltd, e-mail info@wizardmodels.ltd

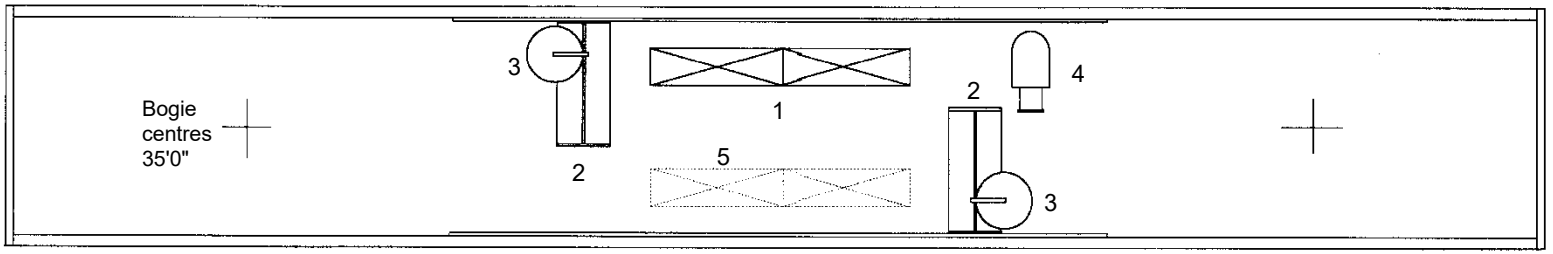
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D67/129/284

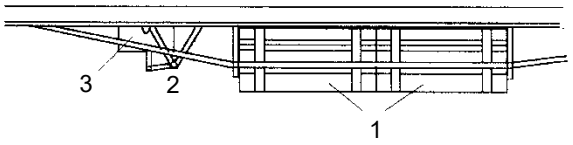
ROOF PLAN VIEWED FROM ABOVE



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.