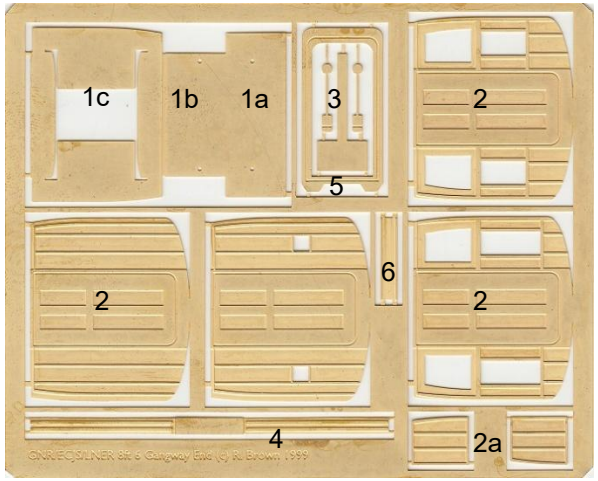
GNRC007 Pair of GNR/ECJS Gresley Gangwayed 8'6" Wide Carriage Ends

These bow end ends were fitted to all Doncaster and many York built vehicles from 1905 onwards. Most GN carriages were 8'6" wide giving them a narrower, more upright appearance than later LNER standard builds where only the brake ends were recessed to this width – check with drawings to ascertain which width you are modelling.

Until 1910 the ends had a window either side of the gangway - this was usually blanked out or replaced completely with normal beading as the vehicle was serviced/repaired. There appears to be no hard and fast rule as to when this modification was carried out so the modeller is advised to follow any available photographic evidence. Outer wrappers for three window styles and a blank end are included.



Parts list

1. Interior unit - a) full width stretcher; b) narrow stretcher; c) bow end former

2. Outer wrappers

2a. Beading panels

3. Lighting control jumper leads

4. Gangway base/sides

5. Gangway end plate

6. Gangway top cover

Assembly instructions

Although there should be no particular problems for the inexperienced modeller, great care should be taken to follow the order of construction outlined below and to use the appropriate solder - 188°C unless mentioned otherwise.

1. Remove the parts from the fret only when required and file off any holding tabs.
2. Drill out the holes in floor of the interior unit to suit your usual body fixing screws, typically 10/12BA or M2.
3. Tin the full width stretcher and narrow stretcher faces that will mate when folded together with the fold line on the outside of the join.
4. Fold the stretchers onto each other and sweat together (a gas torch and bulldog clips is the best way of doing this).
5. Fold the bow end former to form an L with the fold line on the **inside** – fill the fold with solder for strength. Tin and then fold each of the four bow end stretchers out from the former and fill the folds with solder.
6. Choose the correct outer wrapper (soldering on the beading panels if required) and bend it to a bowed shape. Solder it onto to the former along each of the stretchers and at the edges of the wrapper and former that will meet the body sides.
7. Solder fixing nuts to the completed assembly over the previously drilled holes, clearing any solder residue with the appropriate taper tap.
8. Fold up and fit the etched lighting jumper leads using 145°C solder. Make any builders plates and fuse boxes from scrap etch and solder them to the correct place on the ends - refer to photographs as these were very variable in GN/ECJS days due many different suppliers of lighting and switchgear.
9. Build up the gangway. Bend the base/sides unit into a U-shape, with the bellows ridge detail on the outside. Solder it into the half-etched groove on the end plate, then add the top cover. Solder the complete unit to the end using 145°C solder.

Repeat all the above for the second end.

Fitting of Body Sides

1. Fit the lower body panels into the side recesses.
2. Fold up the body sides. Take great care about the top edge flap - score the half-etched flap heavily before folding to get a sharp crease, using a folding press if possible.
3. Screw the ends onto the underframe.
4. Offer up the body sides to the underframe and ends, checking that when the top flap is resting against the top of the end units the bottom flap is snugly butted up against the floorpan. If the fit is not good enough carefully file away the top of each end unit until satisfactory, using a fine cut Swiss file if possible.
5. Form the body sides by hand to match the tumblehome profile of the ends.
6. Solder the sides to the ends with 145°C solder - be careful not to solder the assembly onto the floorpan.

Livery

Pre-grouping and LNER era - varnished teak. Blanked in window panels may have been painted plain brown, particularly during the Depression or WWII.

BR era - black during if the sides are crimson and cream; maroon if the sides are maroon.

The gangway end plate and bellows were always black.

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