

## E21 LNER GRESLEY GANGWAYED FULL BRAKE (BG)

D198/260

D198: 37 built 1935-1937; withdrawn 1965\*-1975; 1 preserved

61'6"

D260: 6 built 1940; withdrawn 1968\*-1972; none preserved

\* - 1 of each withdrawn 1937 & 1944 respectively due to accidents

These etched sides and ends 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 the pack can also be used for scratchbuilding.

This was a standard design on a 60' underframe which differed from other BG diagrams only in that it had a steel panelled body. One ducket only was provided. Other carriages built to D260 had the usual teak body.

### Running numbers

Built	Original	Interim	1946
D198:			
Dukinfield	1935	112-116	4198/9, 114-6
York	1936/7	798/9	70363/4, 114, 70384/5
York	1936	1000-10	70380/1
York	1936	4148-50	1000-5/7-10
York	1936	4221-32	1000, 70387-94, 1007-9, 70395 (1006 wdn)
York	1936	4148-50	70360-2
York	1936	4221-32	70365-76
York	1936	5271-3	70377-9
York	1937	7100	70382
D220:			
York	1940	6851-6	6852-6
			70534-8 (6851 wdn)

### Livery

These coaches were originally painted in imitation grained teak. This attempt to make the coaches resemble the wooden-bodied pre-war stock was so skilfully rendered that it could only be discerned upon very close inspection. 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.

Many teak coaches were painted plain brown after the war.

From 1949 to 1956, gangwayed non-passenger stock was painted in BR carmine. Insignia was in yellow with the numbers at the right hand end. From 1956 to 1964, most gangwayed coach types were painted maroon, lined gold/black/gold at the waist and black/gold above the windows. Not all full brakes would have been so treated. Coaches repainted after 1964 would have received plain rail blue.

### Further information

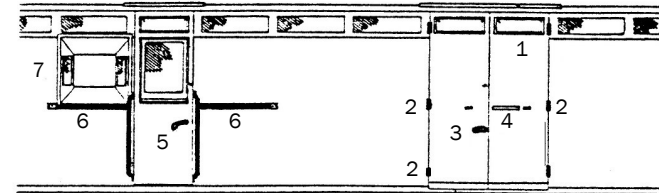
LNER Carriages	Michael Harris	Thomas & Lochar
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vols 3 & 7	CJG Bishop	
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

Isinglass Drawing 4/106

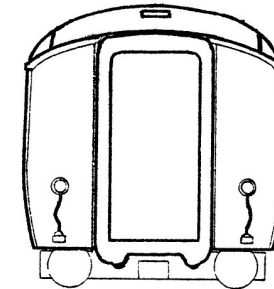
COMET MODELS components required to complete this carriage are:

Underframe	UE1	Bogies	BE3
Underframe castings	UCE1	Roof	LNEC001
Ends	EE1	End castings	ECE1
Roof castings	RC1	Ducket	C15

### Scrap views showing additional detailing of sides and ends

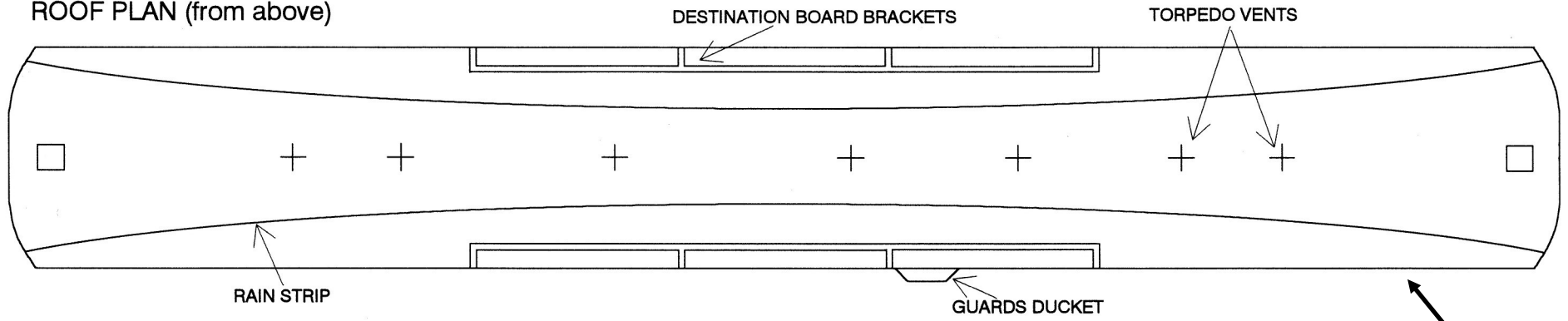


1. Hooded door vent
2. Door hinges
3. Door T handle
4. Luggage door grab handle
5. Lever door handle
6. Guard's door grab handle
7. Ducket

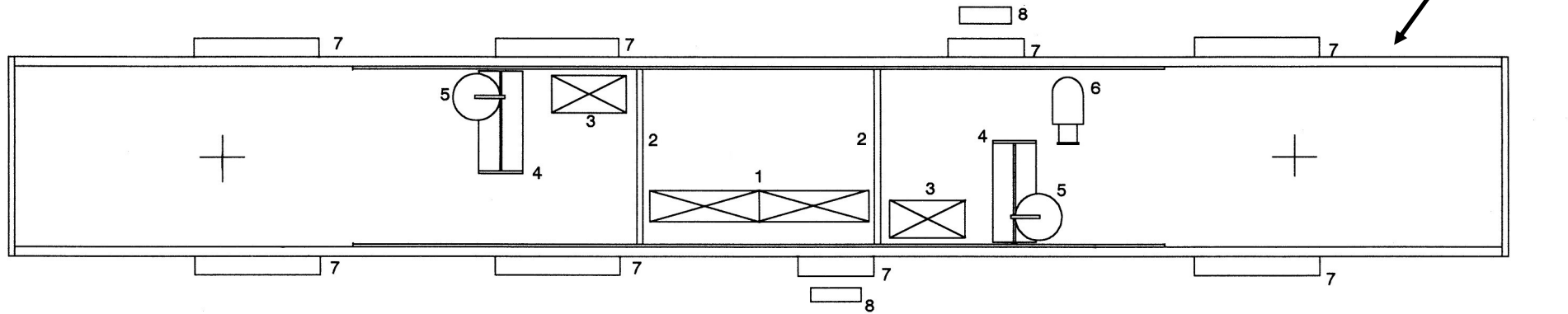


The ends are identical

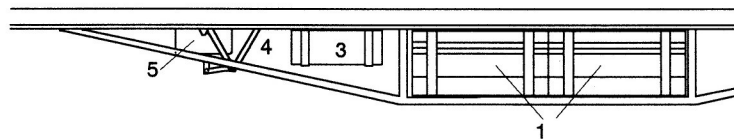
ROOF PLAN (from above)



BOGIE CENTRES 43' (172mm)



UNDERFRAME  
(viewed from below)



- |                          |                          |
|--------------------------|--------------------------|
| 1. Battery box           | 5. Vacuum cylinder       |
| 2. Cross trusses         | 6. Dynamo                |
| 3. Vacuum reservoir tank | 7. Solebar stepboards    |
| 4. Brake 'V'-hanger      | 8. Guards ascending step |