

Using the sides

These etched sides are components from our range of detailed kits, but can be used as a basis for scratch-building. They can also be used as overlays on the new Hornby ready-to-run models and older Ian Kirk plastic kits. In this way modellers can upgrade those items and extend the range of types to create authentic train formations. There is a separate sheet of instructions for those wishing to convert the Hornby coaches.

Each pack of these sides should contain: 1 pair of sides, 3 x droplight frets, 12 x door ventilator hoods and 1x door handle frets. Should any parts be missing or damaged please contact Dart Castings at the address provided.

These Gresley coaches had a characteristic panelling which is impossible to replicate with a simple 'half-etch' process. We have thus evolved an overlay system through which the lower panels may be 'built up'. These panels are located on the etch immediately below the recess on the lower half of the coach side into which they must be located. We recommend that you solder these components together. It is possible to use epoxy resin glue but this has drawbacks given the number of components, the need to pin them in place and the curing time required.

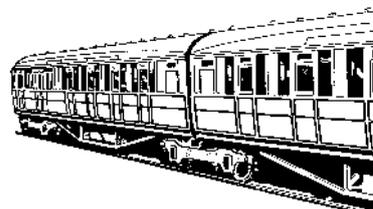
General instruction are provided. However, we can offer no better advice than to direct our customers to the books and articles on coach construction published by Wild Swan Ltd. Stephen Williams cover the construction of a Brake Composite coach using MJT components (ref. 2863) in his book *The 4mm Coach, Part Two - Working with Metal Kits* (Wild Swan Publications 2000, ISBN 1 874103 615). Steve Banks covers construction of the Gresley Kitchen Car (2857) and the Full Brake (2866) in Issues No. 95 and 130 of *Model Railway Journal*, (1997 & 2001). Many techniques can be applied to the whole MJT range and all three publications are lavishly illustrated.

The advent of the Hornby 61' 6" Gresley Bow-End express coaches in 2004 provided a mass produced frame onto which these sides can be affixed. MJT components can also be used to upgrade those items in other areas such as buffers, bogie suspension and under-frames. Thus coaches supplied with truss rods can be modified to later prototypes using our item 2800A steel angle under-frame with later style battery boxes. This significantly alters the look of the coach and adds variety to a rake. From 1936 D114's had the later steel angle system (see list overleaf).

You will need to research your chosen prototype - if you have not already chosen a vehicle to model. Liveries were varied but, happily, these coaches saw service well into BR days and thus those who are uncomfortable with their original teak finish and its intricate wood grain pattern can resort to post nationalisation carmine and cream, plain maroon or even BR blue in some limited cases.

If you are not using the interior from your chosen donor vehicle or are making up a coach entirely from MJT components, you will need to consider interior detail. To this end we have included a plan showing the internal layout of the D114 vehicles plus an elevation of the corridor sides and partitions which may be used as a template. MJT supplies a variety of detailing parts for coach interiors including compartment doors (2819) and full width partitions. We have also included a plan of the roof so that accurate placement of vents can be achieved.

If you are modelling in P4 you will want to consider suspension for your coach bogies. The MJT coach compensation units (CCU's) are suitable for this and we can also supply the correct bogie side-frames to suit (Items 2223 and 2232, respectively).



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MJT
scale components

**Ref. 2861: Etched Sides for LNER 61' 6" Corridor Coach
Diag. D114. 4 Compartment Brake Third (BTKL)**
Includes cast door ventilator hoods, hinge detail and etched door and grab handles.

INSTRUCTIONS

Manufactured by

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www.dartcastings.co.uk

Made in England
Scale Models for Adult Collectors.

MJT 2861 LNER 61'6" Corridor Brake Third Sides.

Introduction

The LNER Corridor Brake Thirds to D114 were the most prolific of the Brake Third designs complementing the D115 Full Thirds. They were the 9'3" width version of the earlier D39 but featuring a ducket for the guard.

Running Numbers

D114 (Extreme width 9'3")

Year	Built	U/f	Original Number	1946
1929	York	T/B	41351-4, 52201-12	70193, 16363-6/71-82
1930	York	T/B	21059	16244
			21863/22226/383	16245-7
	BHM	T/B	22384/654	16248/9
	York	T/B	3293/3310/25/37/50/54/7/64/70/2	16314/-/6/7/-/9-22/-
	BHM	T/B	3485/9/3607/8/15/8	16326-31/-/3-7
			3660/2/6/9/73/82	
	York	T/B	4941-7	16351-7
	York	T/B	1107/9	????
1931	York	T/B	3406/35/3993	16324/5/46
	York	T/B	4948-52	16358-62
	York	T/B	1108/52093/-	16396/70/-
1932	Duk	T/B	3930/3	16338/9
			4936/8	16349/50
1933	Duk	T/B	3940/63/5-8	16340-5
1934	Don	T/B	52233-42	16383-92
	York	T/B	1228-32/6	16399-401/-/2/3
	York	T/B	24675	16313
1936	York	S/A	41359/60	16367/8
			7484/7585	-/16395
			62750	
1937	York	S/A	24291-336	16250/1/-/2-94
1939	York	S/A	24490-509	16295/-/6-309/-/10-2
			43151	16369
			57458/9	16393/-
			1160/1	16397/8

Note: 52203 was converted to a bullion van in 1950. 62750 became 62516 under D292 in 1938

U/f = Underframe type: T/B = Turnbuckle, S/A = Steel Angle

Built = Works: Don = Doncaster, Duk = Dukinfield BHM = Birmingham Railway Carriage and Wagon Co

Earlier numbering scheme used number ranges to denote section allocations:

East Coast stock; 1xx, 1xxx. North Eastern; 2xxx, 2xxxx. North British; 3xxx, 3xxxx. Great Northern; 4xxx, 4xxxx. Great Central; 5xxx, 5xxxx. Great Eastern 6xxx, 6xxxx. Great North of Scotland; 7xxx.

Livery

During LNER ownership the coaches were finished in varnished teak livery. Panels were arranged so that those above the waist had the grain running vertically while those below the waist had the grain running horizontally. Lining in primrose edged red was applied to all vertical beading above the waist (with the exception of beading adjacent to the doors and at the end of the coaches), all beading below the waist and all beading on the ends. Roofs were painted white as were wheel rims, sole-bars and wheel centres were painted in 'teak' colour with stepboards, bogies and underframe fittings finished in black. Door handles and grab rails were left brass.

On nationalisation the coaches initially appeared with an 'E' placed in front of their numbers but when BR standard stock was introduced an additional 'E' was added at the end of the number to denote regional origin. E.g. 12699→E12699→E12699E. The teak livery remained for some years until the coaches were repainted in BR livery; Crimson and Cream from 1949/1950 to 1956, Maroon from 1956 to 1965 and if any survived long enough Blue and Grey from 1965.

To accompany these sides we can supply the following:

2818 LNER 61'6" x 9' 0" & 7' 8" 6", 'joggled' Floorpan for brake vehicles with solebar overlays

(for turnbuckle underframe but suitable for steel angle conversion)

2800T LNER Standard 60'0" Underframe Set (Turnbuckle) *Contains truss rods & posts, vac cylinder set, dynamo and battery boxes*

2800A LNER Standard 60'0" Underframe Set (Steel Angle) *Contains truss rods & posts, vac cylinder set, dynamo and later batt boxes*

2813 LNER Gresley Domed Roof End Castings

2830 LNER Gresley Bow End (Panelled) 1 x 9' 0" & 1 x 8' 6" (for brake vehicles)

2820 LNER/Pullman Gangway (working)

2940 Torpedo Ventilators (Short Later Type)

2971 Aluminium Roof (LNER Profile - 267mm length)

For prices and a printable order form check out www.dartcastings.co.uk