

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 2800 steel angle under-frame with later style battery boxes. This significantly alters the look of the coach and adds variety to a rake. Many D115'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 D23/115 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. 2855: Etched Sides for LNER 61' 6" Corridor Coach
Diag. D23/D115. Corridor Third (TK)
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 2855 LNER 61'6" Corridor Third Sides.

The LNER Corridor Thirds represented by these sides were the most prolific of all the Gresley Corridor coaches being built from 1924 until 1939 when design policy was changed to the end vestibule type. Principle differences during this period were the increase in width in 1928 with the introduction of the Diagram 115, adoption of the 'clipped top' buffer in 1930 and the change from turnbuckle underframes to angle iron trusses in 1934.

D23 (Extreme width 9'0")				1946					
<u>Year</u>	<u>Built</u>	<u>U/f</u>	<u>Original Number</u>						
1924	York	T/B	1004-6/8-11/3-7 (3922, 4462-4, 52041-3, 52083-5, 52152/3)	12019/39-41 12092-9	1931	York	T/B	21187/208/29/55/96 21319/68/401/37/699 21724/95, 22491/2/9 22500/25/65/942 23567	12251-9/61-3, 12277-84
1925	York	T/B	1018-54 (42517-25, 31156-61/3-72/4/6/7, 4465-8/71/2/4/6, 52182) 3683-6 21001/15/147/501, 22102/56/69/88/92, 22285/347/55/90 5500-9	12060-8 12020-38 12042-9, 12100 12015-8 12002-14		Metro	T/B	22336-8 334/73/84/7, 3112	12271-3 12450/3/7/9/64
						York	T/B	3132/40/68/71/90/3214 3236/48/50/61/7/84 3307/17/9-21/4/49 3356/74/8/95	12466/7/70/2-93
						York	T/B	4173/4	12504/5
						York	T/B	1320-3	12625-8
					1933	York	T/B	167/8	12598/12716
1926	York	T/B	5516-20 61626-33	12071-3/-/5/80 -/12087/-/8/9 12101-8	1934	York	A/I	2926-9/31 1441-78	12245-9 12717-53
	Duk	T/B	1194/5 (42532/3) 4819/25/8/35/6 5510-5	12069/70 12050-4 12081-3/5/6	1935	Birm	A/I	23853-98	12285-330
						York	A/I	4971-92	12506-27
1927	Duk	T/B	4840/4/9/55/8,5521/2	12055-9/90/1		Birm	A/I	41031-48 52260-8	12528-45 12629-36
						York	A/I	1479-82	12754-7
					1936	Birm	A/I	23899-917	12331-49
						Birm	A/I	41049-58	12546-55
						Birm	A/I	711/91	12706/7
						Birm	A/I	7407-10/31-4	12708-15
						York	A/I	1523	12758
					1937	Birm	A/I	24390-438 52278-84	12350-61/-/2-97 12637-43
						Birm	A/I	60654-60	12688-94
1930	Metro	T/B	22333-5	12250/9/60 12264-7/74-6	1938	Birm	A/I	24439-79 41151-92	12398-423/-/4-37 12556-97
	York	T/B	358/64/77/8/82/6 392/5/7, 3102/14 12462/3/5/8/9/71 3143/67/70	12451/2/4-6/8/-/61				56000-39	12644-66/-/7/72 -/3-81
								60661-4	12695-8
	York	T/B	1114-9 (42526-31)	12599-604	1939	York	A/I	24590-601 43783-9 56040-3 60774-9	12438-49 12605-11 12682-5 12699-704

U/f = Underframe type: (T/B = Turnbuckle, A/I = Angle Iron) Built = Works: (Birm = Birmingham Railway Carriage and Wagon Co, Duk = Dukinfield, Metro = Metro Cammell)

Earlier numbering scheme used number ranges to denote section allocations thus:

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 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. Solebars and wheel centres were painted in 'teak' colour with step-boards, bogies and under-frame 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.

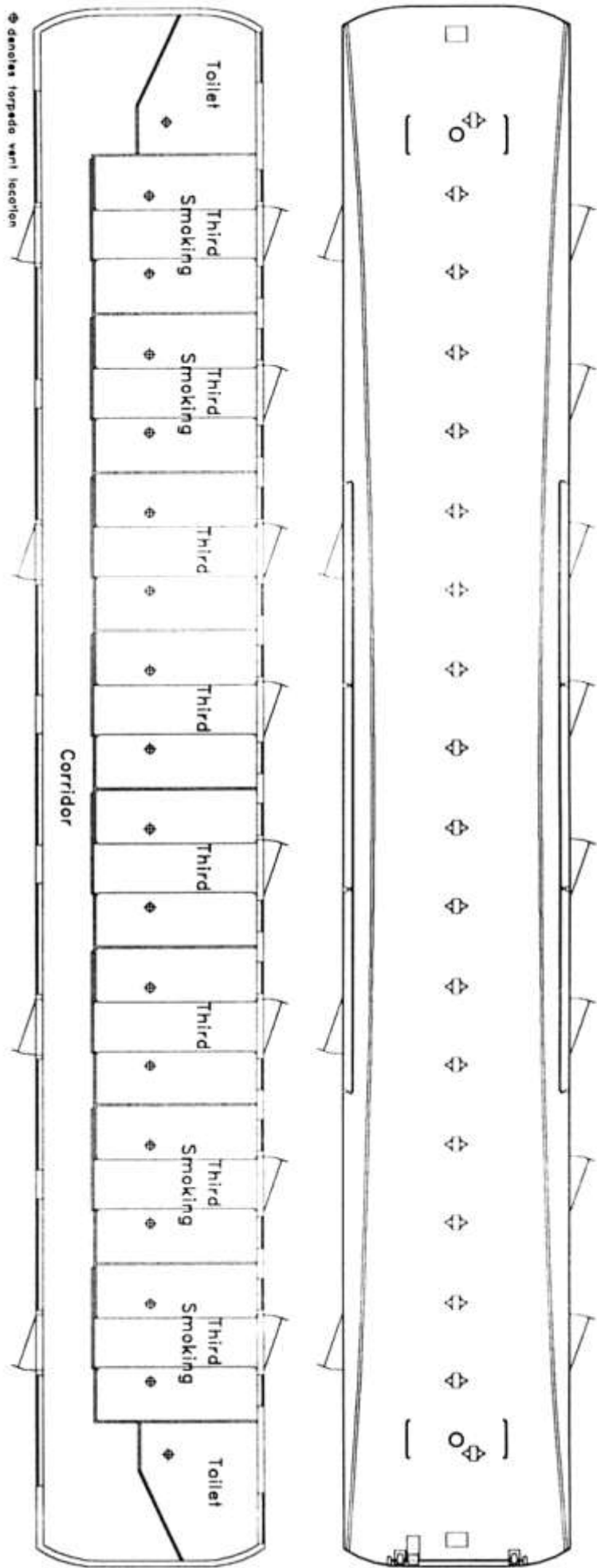
To accompany these sides we can supply the following:

- 2815 LNER 61'6" Floorpan 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
- 2814 LNER Gresley Bow End (Panelled)
- 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

MJT 2855

Etched Sides for LNER 61' 6" Corridor Coach Diag. D23/D115. Corridor Third (TK)
Scale 4 mm - 1 ft (1/76)



Basic (generic) assembly for MJT LNER panelled coach sides.

1. Remove the main sides from the fret, separate them from the lower panels and file off any trace of the locating tabs which held them to the main fret. Decide whether you want to bend the top flange at this stage (see 4, below). If you are building a Passenger Brake vehicle refer to the note below before proceeding.

2. Form the curve in the lower coach side (the tuck-under) by gently rolling a piece of dowelling or a brass/steel rod (c1" diameter) along the section to be curved using a computer mouse mat, or similar material for backing. Do this before attaching the lower panels and refer to Figure 7 below for the correct profile (if you are using a proprietary coach as a base you may need to file the correct profile into the coach end).

3. Now remove the lower panels, clean the edges and create the curved profile as above before soldering them into the etched recesses in the coach sides. (Figure 1)



FIG 1.

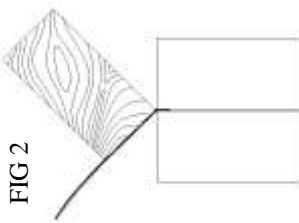


FIG 2

4. Clamp the top flange between two pieces of wood or aluminium channel and bend through 90 degrees (the half etched line is on the inside of the bend). (Figure 2) Use a piece of wood to make the bend.

You can carry this procedure out at the start if you wish by clamping the side and bending the tab rather than vice versa. (Figure 3, below) This will not be possible once the coach side has been curved.



FIG 3

You may need to remove about 1mm of the flange at each end if you are using a proprietary coach as a base, such as a Hornby 61'6" Gresley. This is to allow the side to fit between the ends - it also helps to centre the side on the end/roof moulding.

5. Remove the droplights (window frames) from the fret. The top door hinges are integral but you will have to remove the bottom door hinges (located on the fret between the two on the droplight and attached to it by a 'tab'). Bend the hinges through 90 degrees with the half etch line to the inside, then locate through the slots in the sides and solder. (Figure 4, below) The frets contains closed and partially open droplights for variation.



FIG 4

6. You can solder the door handles and grab rails in place now or leave them until after painting - when they will have to be glued. The door handle locating holes may need to be opened out. File the outer edge of the handles to a smooth finish. (Figure 5, above).

If you prefer to use 0.33mm/0.45mm wire for the grab rails, a jig is provided on some frets. This can also be used to bend the tails of the etched grab rails if you decide to use those. (Fig 6, below)

6. Glue the cast door ventilators to the half etch recesses (the hole in the recess is to accept surplus glue - you can use epoxy or gel superglue). Clean the moulding pip off the appropriate edge of the vent first. The indentation in the vent should be to the back and the lower half so that the vent slot is at the base of the moulding.

7. You can use the etched slots above the windows in the top flange to locate your chosen glazing material. This has the advantage of keeping it flush without too much gluing.

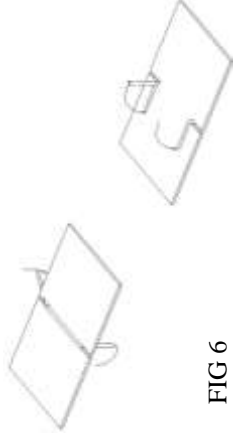


FIG 6

NOTE: The sides for Passenger Brake vehicles come in two sections, the passenger section and the brake section. This is because the LNER Brake profile was narrower than the passenger profile to allow for the guard's look-out or ductet. Where fitted, this would have projected into the loading gauge were the sides not narrowed slightly. This gives LNER Passenger Brake coaches a characteristic joggled appearance. MJT sides 2861 (4 compartment brake third - BTKL), 2863, 2864 and 2865 (brake composites - BCKL) are thus provided with 'divided' sides. Proceed with the construction of all four sides as above. You will need to decide whether you are going to model the 'joggle' at this stage or when you attach the sides to the floor-pan.

MJT part 2818, the Passenger Brake floor-pan, is joggled for sides 2861. It will need to be adjusted for the other PB vehicles. Follow the instructions in the floor-pan pack. Alternatively you may wish to assemble the joggled sides before attaching them to the floor-pan. This will be particularly desirable, but not essential, if you are undertaking the conversion of a proprietary plastic model such as the Hornby Gresley express corridor stock. Solder a fillet of scrap brass from the fret to the end of the brake/luggage section that joins the passenger section at the joggle. This should extend the full height of the side and about 2-4mm beyond, depending on the detail on the abutting passenger side. Remember the tumblehome/tuck-under Now solder a second shorter fillet onto the section which protrudes from the brake end so that it lies flush with the surface of that end. Using a steel rule to assure horizontal alignment, solder the passenger side on to the fillet. The thickness of the passenger side will provide the joggle. File/use glass paper to round the edges slightly - you may do this before you finally solder the passenger section. You may use the alternative 'partition' method per the floor-pan instructions if you wish. MJT part 2933 is designed to span the passenger section bulkhead and the brake portion can be soldered to this to provide the joggle. If MJT part 2834, the Brake partition, is sweated onto 2933 you will have, in effect, a joggled partition. If you are converting a plastic coach you can make these partitions out of Plasticard if you wish.