

Tales from Barlow Works

Project Gresley

Part Three :- Making the basic body

The thing we need to be aware of when constructing the sides is that the LNER teak brake coaches have a narrower brake section, we need to take this into account when constructing the basic body. Because of this narrower section the ends will have to be modified. The LMS stock should not cause us any problems as it is all the same profile.

Non brake LNER stock

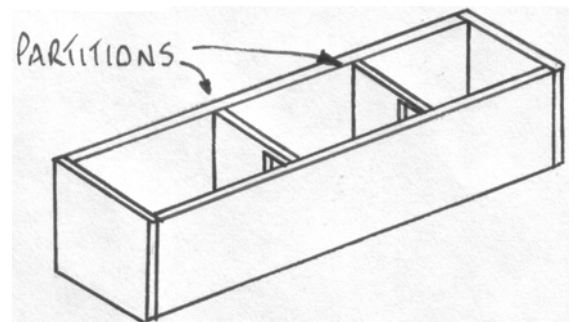
Glue the end to the completed side making sure that the bottom edges line up and that the joint is at 90 degrees. Offer up the second end and measure the length between the ends, this will be the length of the floor. Offer up the other side and measure the width for the width of the floor. Cut the floor from the kit to size making sure that the ends are square.

Glue the floor to the existing side and end and then the other side and end. Make sure the bottom edge is level and that the basic body is square and has no twist.

When I detail the interior I like it to be removable. The body will therefore require a couple of partitions to give the sides some strength. For non-corridor stock, cut a partition from .40 plasticard to the depth and width of the interior of the body. It should be level with the top.

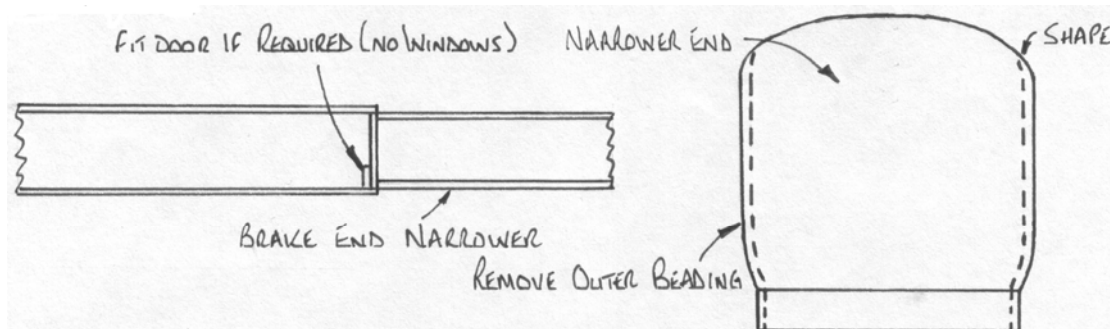
Glue in place where a compartment partition would be on the real coach. For suburban stock, one partition should be ok but for the big 61'6"

stock I have fitted 2. For coaches with a corridor I make the partition of .40 plasticard, slightly smaller and allow for the corridor width of 2 foot. I then add a strip of .40 across the top of the partition, the thickness of the window frame, to support the side. Finally smooth the ends where the curve of the roof joins the top of the side with a file so to it is nice smooth curve from side to roof.



Brake end LNER stock

With a brake end coach you will have two parts to each side. As before glue the compartment side to the end at 90 degrees. Measure the floor as before and cut the floor so that it is the required width and that one end is square. Do not cut to length just yet. Offer up the side and end and mark the floor at the end of the side, this should be the end of the passenger compartment but check with the other side in place to make sure.



Mark a line across the floor and from that point cut 1.5mm from both edges to the opposite end to represent the thinner coach profile. Glue the coach compartment side and end to the floor and then the other side. Cut a partition from .40 plasticard the width and height of the inside of the coach body and glue in place across the end of the passenger compartment, add the door at the end of the corridor if

required from .20 plasticard. Offer up the brake side and end to indicate the length of the floor and cut to length then glue the two sides to the floor.

The end will require modifying as it now too wide. The inside of the end has a locating lip that must be removing so that the end is flat. Glue the end to the sides and the floor making sure that the bottom edge is level, making sure that the end overlaps the sides by the same amount on both sides. After the glue has set cut and file the overlap away until the ends are flush with the sides. Carefully cut and scrape smooth the outer beading on the end and replace with similar diameter microstrip to match the spacing from the edge on the other end. Finally shape the top edge of the end to a smooth curve as we did before.

LMS stock

I currently have no experience of putting together the LMS stock but considering the modular approach I would imagine it is similar to putting together an LNER non brake coach body.

Next we will start on the underframe and solebars.