

E18 BR(E) THOMPSON CORRIDOR FIRST (FK) - round-cornered windows

67 built 1949-1950; withdrawn 1963-1966; none preserved

D332
63'

These etched sides 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 they can also be used for scratchbuilding.

Although these coaches were in production for a relatively short period they came to be as much recognised as were the earlier Gresley designs. They had steel flush sides, straight roof, an internal arrangement whereby no passenger had to walk past more than two compartments to reach an exit door, but in a reversion to earlier practice on this and other railways, no cross vestibules at the ends of the coach. The graceful oval windows were distinctive.

Earlier lots to this diagram (Comet E1) built in 1946 and 1948 had square cornered windows, which rapidly corroded in service. A change was made to round corners for these later lots which successfully avoided corrosion.

The coaches entered service on premier routes on the LNER. Interchanging of stock in Scotland led to them being found on the West Coast main line also.

Sample formations

8.00am South Shields-Kings Cross 1950	BTK/CK/FK/RF/TO/TK/TK/TKTK/TK/BTK
Nottingham-Kings Cross 1956	BTK/TK/FK/TK/BTK
3.0pm Kings Cross-Newcastle-Sunderland 1959/60	BTK/CK/BTO/FK/RF/RPT/TK/BTK/TO/CK/BTO
	I KX to Newcastle I Sunderland*I
	*detached at York

Running numbers

Built	
York 1949	1306-8 (pressure ventilated for the <i>Junior Scotsman</i>)
York 1949	115-31,1099,1105/7-10,1125-39,1579/80
York 1950	11143-67

Livery

These coaches were painted carmine and cream with gold and black lining. The cream panel ran from 1" below the windows to the cantrail. The black line was against the cream. Lettering and numbering was in yellow with the numbers at the right hand end 6" below the lining.

From 1956 most were painted maroon lined gold/black/gold at the waist and black/gold above the windows.

Further information

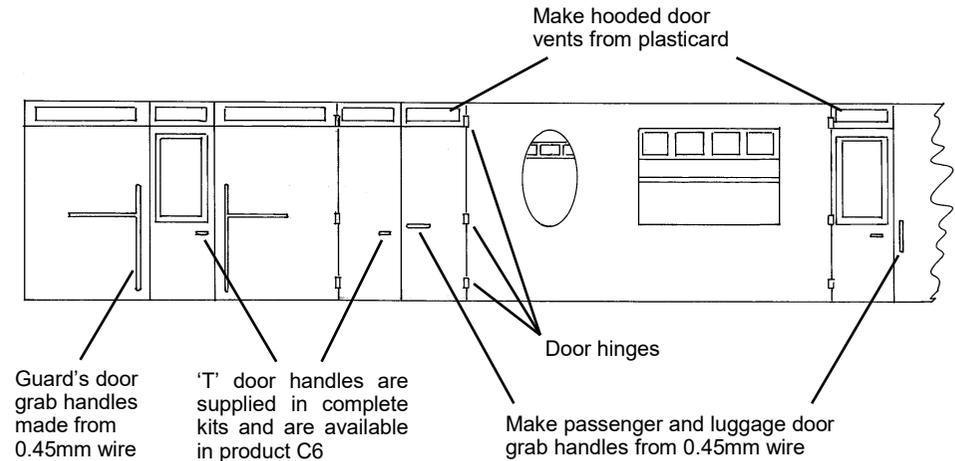
LNER Carriages	Michael Harris	Thomas & Lochar
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vols 2 & 7	CJG Bishop	
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

Isinglass Drawing 4/265

COMET MODELS components required to complete this carriage are:

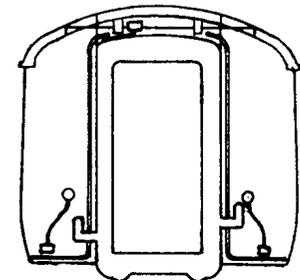
Underframe	UE1	Bogies	BE1
Underframe castings	UCE1	Roof castings	RC1
Ends	EE4	End castings	ECE1
Roof	C10	Interior	INT1

Scrap views showing additional detailing of sides and ends
(not all details may apply to this diagram)

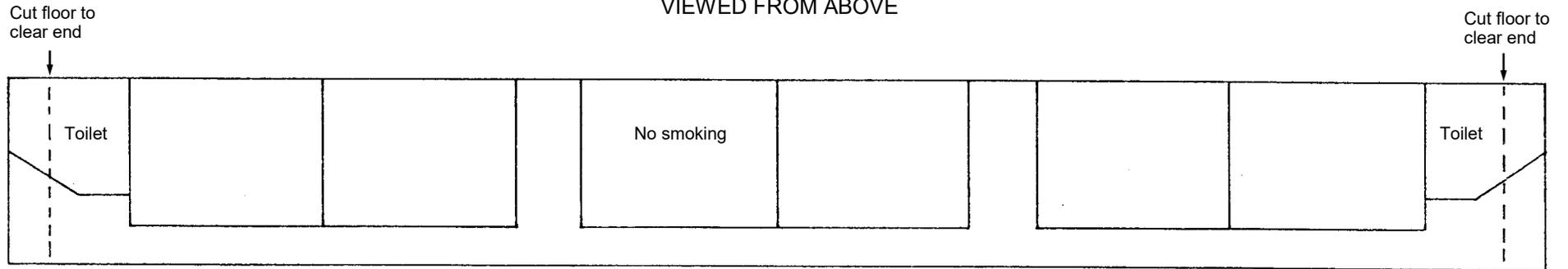
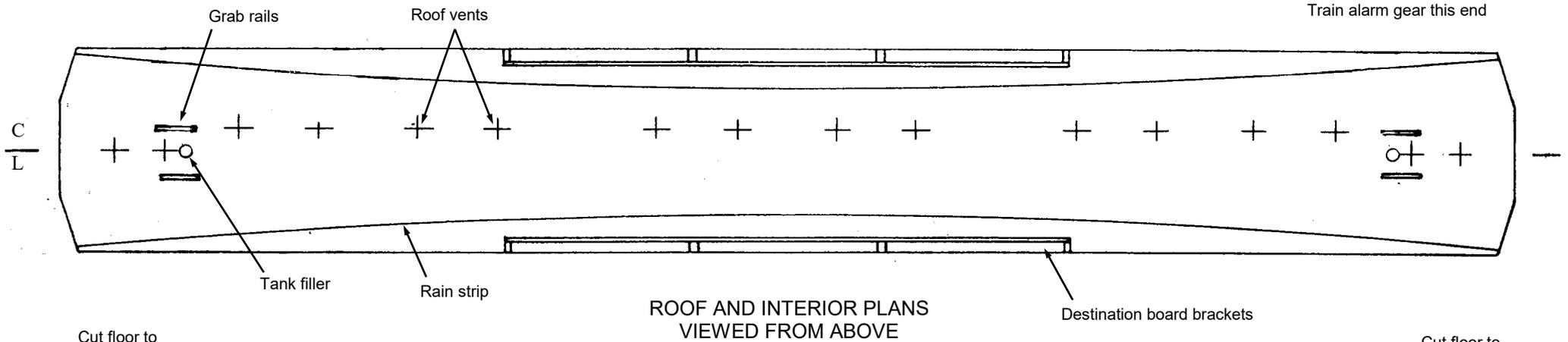


Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



D332



UNDERFRAME VIEWED FROM BELOW

