

E6 BR(E) THOMPSON FULL BRAKE (BG)

D344

35* built 1948-1950; withdrawn 1964-1977; 2 preserved

63'

* - The first ten were built for the *Flying Scotsman* service and had the body panels extended down to the bottom of the solebar. This etch represents the remaining 25 coaches, although at least one of the first ten had the extended panel removed.

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, and narrow toplights. Like all full brakes they could be seen not only in their own region but throughout the system on passenger and parcels trains.

Sample formations

7.10am Doncaster-Kings Cross 1950

BZ/BCK/BTK/TK/CK/TK/RB*/BG
* to Peterborough MFSX

Marylebone-Manchester 1956

BG/BG/BG/TK/BCK/BCK/BG/BZ

Parkeston Quay-Liverpool 1956

SK*/FK/BG/SK*/SK*/SK/BSK
*BR Mk1 stock

Running numbers

10-12 (for *Flying Scotsman* sets)
13-19 (for *Flying Scotsman* sets)

built York 1947
built York 1948

100-8/10
141/3-6/53-7, 159-63

built York 1948
built York 1950

Livery

These coaches were originally finished in imitation grained 'teak'. The panels above the waist were vertically grained, those below were horizontally grained. Lettering and numbering was gold shaded pink and white. LNER was placed as far left as practicable and the number as far right, both on the waistline.

From 1949 they were painted in unlined carmine, though it is possible that a few allocated to premier services received 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 remained in unlined carmine, though once again a few were painted maroon lined gold/black/gold at the waist and black/gold above the windows. After 1964, unlined rail blue was carried.

Further information

LNER Carriages
Historic Carriage Drawings Vol 1
LNER Passenger Train Vehicles Vols 6 & 7
British Railways Pre-Nationalisation Coaching Stock Vol. 1

Michael Harris
Nick Campling
CJG Bishop
H Longworth

Thomas & Lochar
Pendragon
O.P.C.

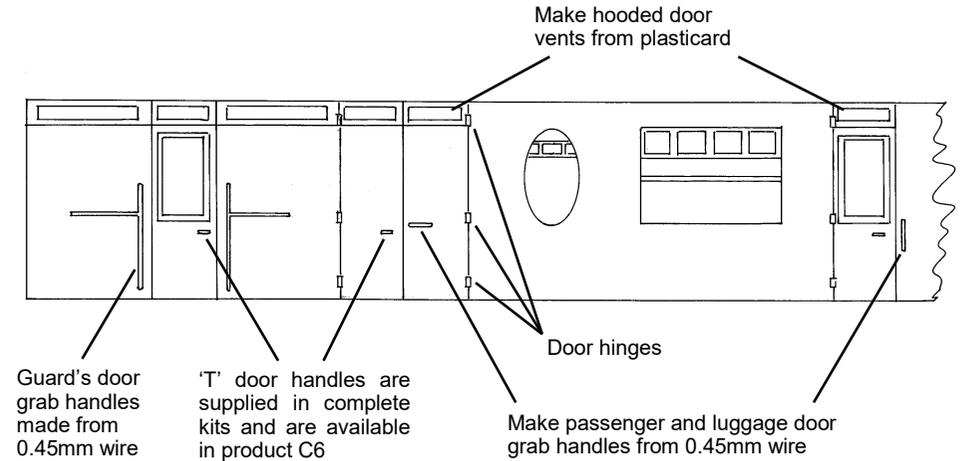
Isinglass Drawing 4/261

COMET MODELS components required to complete this carriage are:

Underframe	UE1	Bogies	BE3
Underframe castings	UCE1	Roof castings	RC1
Ends	EE4	End castings	ECE1
Roof	C10		

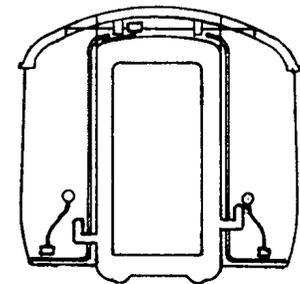
Scrap views showing additional detailing of sides and ends

(not all details may apply to this diagram)

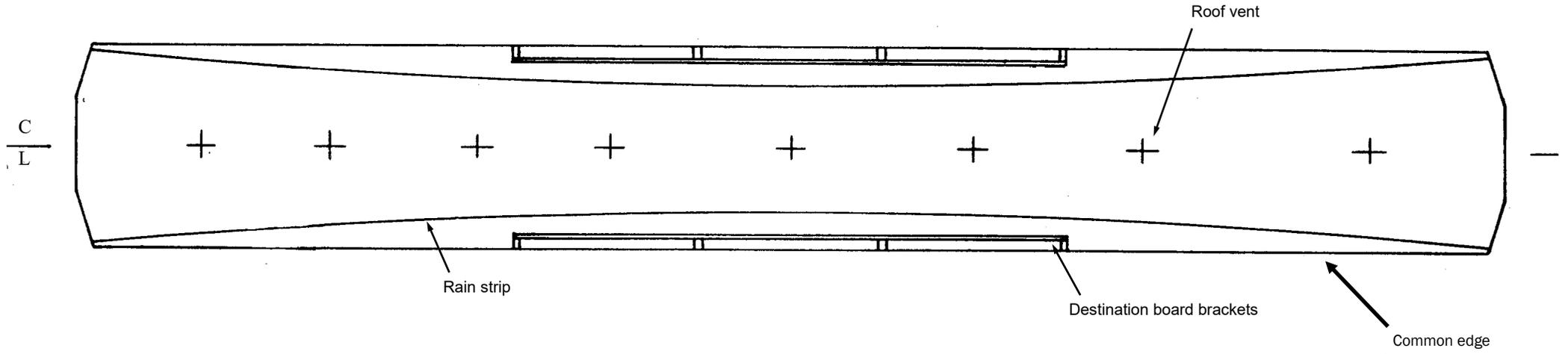


Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

The ends are identical. No train alarm gear or filler pipes were fitted.



ROOF PLAN VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW

