

E16 BR(E) THOMPSON CORRIDOR THIRD (TK) (round-cornered windows)

D329

150 built 1949-1950; withdrawn 1964-1969; 1 preserved

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 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 toilet windows were distinctive. Initially all Thompson designs followed Gresley practice in having square cornered windows, which led to continual problems of rusting in the bottom corners. In an attempt to combat this the later builds had rounded corners to the windows. The square cornered version of this diagram is available as Comet code E2.

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-King's Cross 1950 BTK/CK/FK/RF/TO/TK/TK/TK/TK/TK/BTK
 9.37am Leeds-King's Cross 1953 BTK/TK/TK/TK/TK/TK/BTK/TK/TK/BTK
 Nottingham-King's Cross 1956 BTK/TK/FK/TK/BTK

Running numbers

13861-13900 built 1949 York
 1611-4/7-37, 13901-85 built 1950 York

Two were scrapped early following accident damage: 13977, 2/51 and 13905, 4/51.

1106, 1514-8/70-3 built 1949 at York for the 'Junior Scotsman' had solebar fairings and pressure ventilation and are not easily represented by this etch.

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

Michael Harris
 Nick Campling
 CJG Bishop
 H Longworth

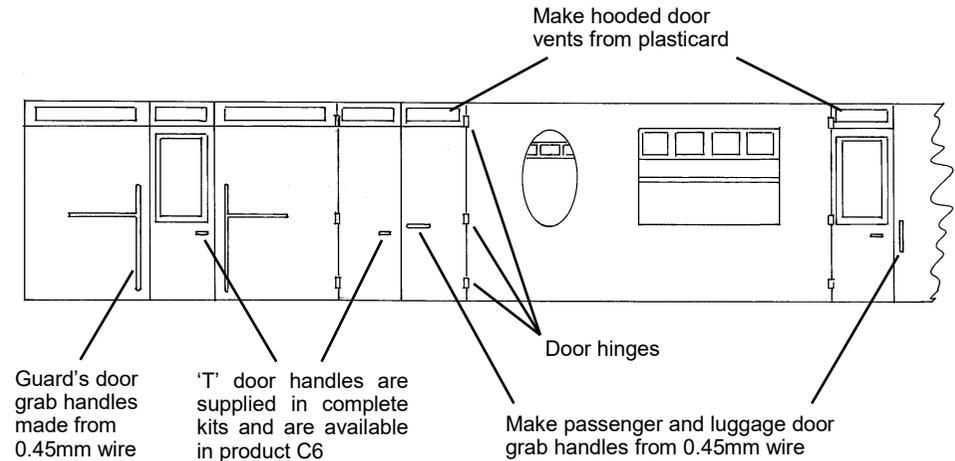
Thomas & Lochar
 Pendragon
 O.P.C.

Isinglass drawing 4/262

COMET MODELS components required to complete this carriage are:

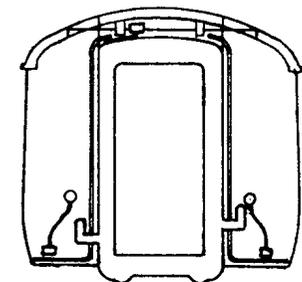
Underframe	UE1	Bogies	BE1
Underframe castings	UCE1	Roof castings	RC1
Ends	EE4	End castings	ECE1
Roof	C10	Interior	INT1

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

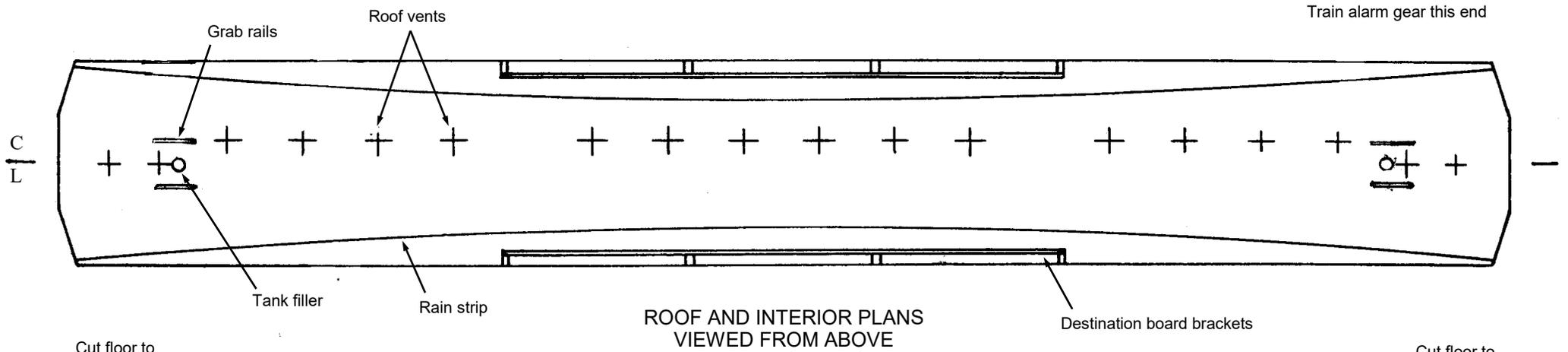


Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

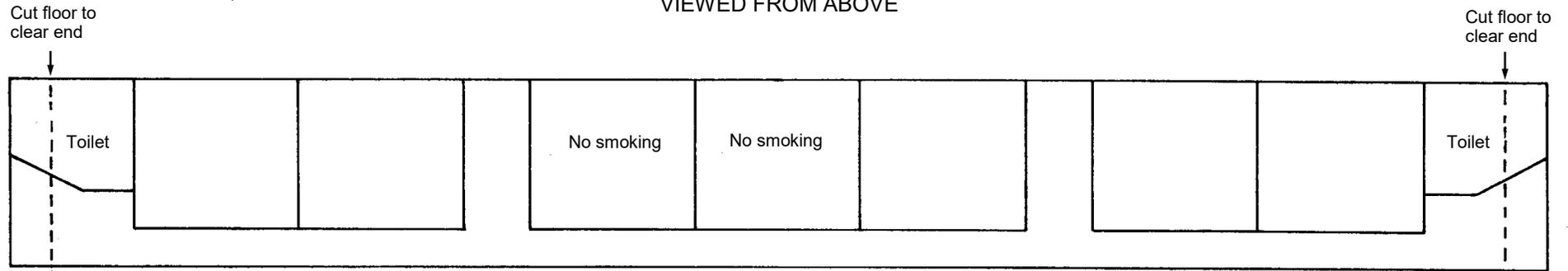
The ends are identical except that the train alarm gear is only fitted at the end shown on the roof plan overleaf



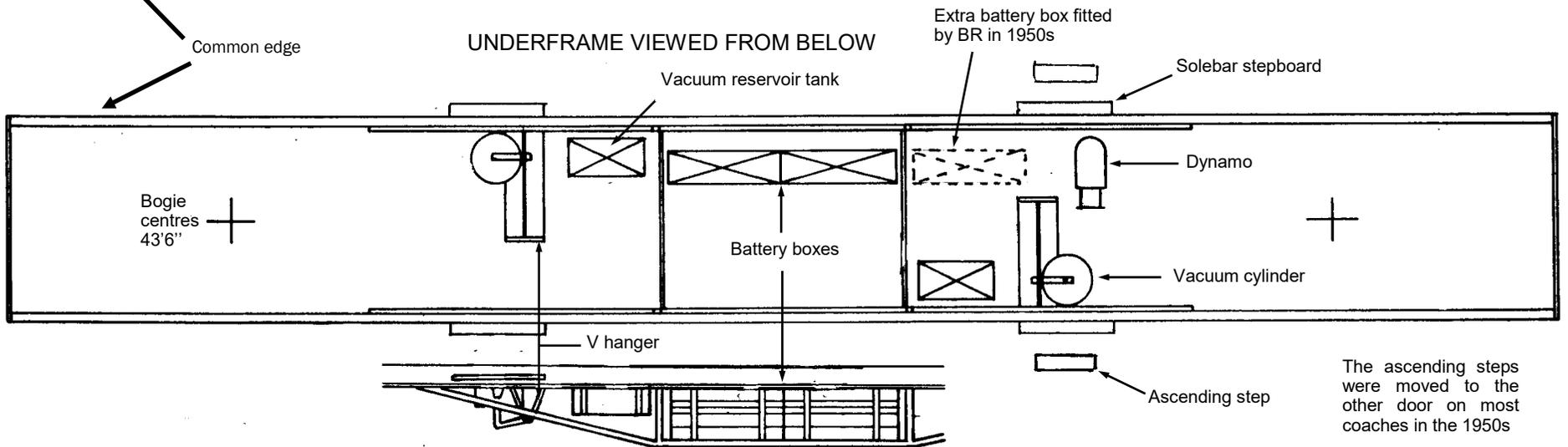
D329



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



UNDERFRAME VIEWED FROM BELOW



The ascending steps were moved to the other door on most coaches in the 1950s