

## E4 LNER THOMPSON CORRIDOR COMPOSITE (CK)

D328

110 built 1946-1950, withdrawn 1963-1968; 1 preserved

59'6"

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 windows were distinctive. Those built in 1946/7 had square cornered windows; subsequent batches had rounded corners to prevent corrosion. Reinforcing frames (Comet C61) were fitted to the square cornered carriages.

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

8.45am Hull/York-Kings Cross	BTK/TK/TK/TK/CK/CK/BTK/TK/TK/RPT/RF/FK/BTK
	from Hull   from York
8.55am Hitchin-Skegness	BTK/TK/TK/CK/CK/BTK
3.0pm Kings Cross-Newcastle/ Sunderland 1959/60	BTK/CK/BTO/FK/RF/RPT/TK/BTK/TO/CK/BTO
	King's Cross-Newcastle   Sunderland*
	*detached at York

### Running numbers

	Original number	Renumbered
York 1946	143-146	18509-12
York 1947	147/8	18513/4
York 1947	1195-7, 1206	18515-7, 1206 (pressure ventilated for the Flying Scotsman)
York 1948	1207/15/8/24 (pressure ventilated for the Junior Scotsman)	
York 1948	1228-32/6/9/40, 1243-6/48-56, 1262-7/73/4	
York 1949	1226/7 (pressure ventilated for the Junior Scotsman)	
York 1949	18450-58	
York 1949	1275, 1524/5, 1680-2	
York 1950	18459-18508	

### 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.

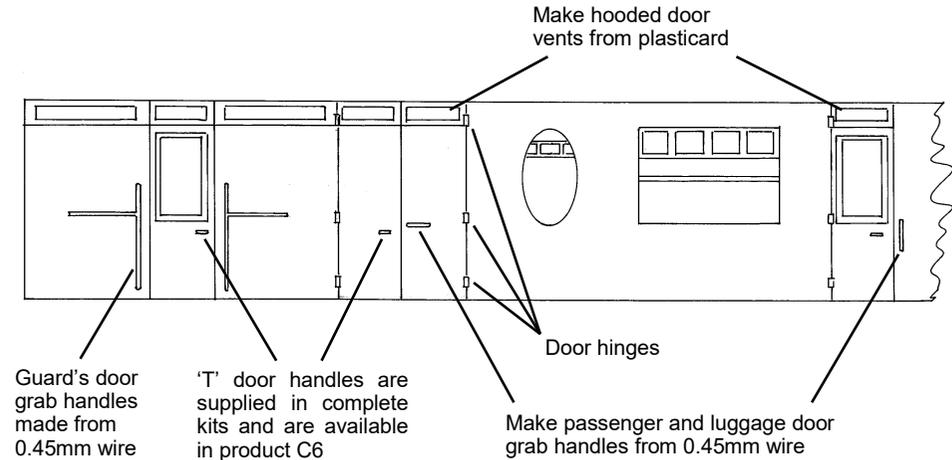
### Further information

LNER Carriages Historic Carriage Drawings Vol 1 LNER Passenger Train Vehicles Vol 3 British Railways Pre-Nationalisation Coaching Stock Vol. 1 Isinglass Drawing 4/272	Michael Harris Nick Campling CJG Bishop H Longworth	Thomas & Lochar Pendragon O.P.C.
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COMET MODELS components required to complete this carriage are:

Underframe	UE2	Bogies	BE1
Underframe castings	UCE1	Roof castings	RC1
Ends	EE4	End castings	ECE1
Roof	C10	Interior	INT1
Window frames	C61	PV unit	LNEC005

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

