

## E13 LNER THOMPSON 3-COMPARTMENT CORRIDOR BRAKE THIRD (BTK)

D331  
63'

10 built 1946; withdrawn 1946, 1964-1966; none preserved

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. 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 these particular coaches were modified by welding a thin metal strip around the window apertures, and the etch portrays the coaches in this condition. Later designs followed contemporary practice on other railways in having rounded corners to the main windows.

These coaches were built at York initially for the ECML but in 1950 they were re-numbered and allocated to 'all line' services. Interchanging of stock in Scotland led to them being found on the West Coast main line also.

### Sample formations

08.45 Hull/York-King's Cross	<b>BTK</b> /TK/TK/TK/CK/CK/ <b>BTK</b> /TK/TK/RPT/RF/FK/ <b>BTK</b>
	from Hull   from York
08.55 Hitchin-Skegness	<b>BTK</b> /TK/TKCK/CK/ <b>BTK</b>
09.37 Leeds-King's Cross 1953	<b>BTK</b> /TK/TK/TK/TK/TK/TK/ <b>BTK</b> /TK/TK/TK/ <b>BTK</b>
12.52 Lincoln-King's Cross 1953	BCK/CK/TK/TK/TK/TK/TK/TK/TK/ <b>BTK</b>

### Running numbers

Original 149-158 built 1946 1950 re-numbering 16871-79

No. 158 had a short life being withdrawn in October 1946 as the result of an accident.

### 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 back 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 Vol 2	CJG Bishop	
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	O.P.C.

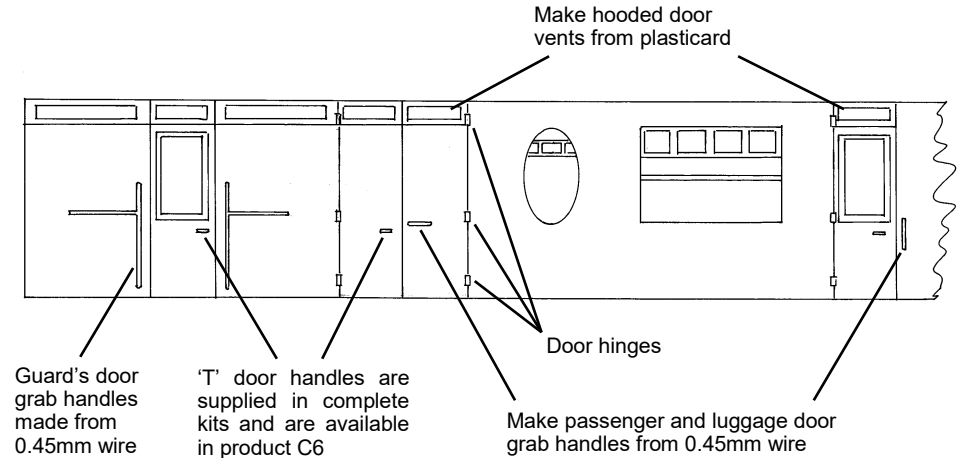
Isinglass drawing 4/271

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 and water filler pipes are fitted only at the end shown on the roof plan overleaf

