

E10 BR(E) THOMPSON NON-GANGWAYED BRAKE THIRD (BT) D340  
250 built 1948-1951; withdrawn 1962-1967; none preserved 52'4"

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.

This diagram was built between 1948 and 1951. Those built up to no. 87067 of 1949 had square corners to the quarterlights rather than the rounded ones depicted by this etch. Numbers of those with square cornered windows are given for those who might wish to file out the radius of the etch as supplied.

The underframe, running gear and bodywork were the same as for the steel-panelled non-corridor stock built from 1938 onwards, except that the doors had different ventilators and the quarterlights were deeper.

This brake coach had four compartments and two pairs of luggage doors. Two of the 1951 batch, nos. 87245/70 were transferred in 1962 to the Hemyock branch of the Western Region to replace gas-lit ex-Barry Railway coaches. Their short wheelbase made them ideal for this task.

Sample formations

|                         |                                     |                |
|-------------------------|-------------------------------------|----------------|
| 1951                    | Hitchin - Sandy                     | BT/CL/T/T/F/BT |
| 1956                    | York - Doncaster                    | BT/CL/T/T/BT   |
| Manchester suburban set |                                     | BT/C/T/BT      |
| 1956                    | New Holland - Immingham             | BT/BCK/T       |
| 1956                    | Cleethorpes - Barnetby - Scunthorpe | BT/T/T/BC      |
| 1956                    | Pinxton - Rugby - Grantham          | BT/CL/T/BT     |
| 1956                    | Grantham - Derby                    | BT/T/CL/BT     |
| 1956                    | Woodford - Nottingham - Grantham    | } BT/CL/BT     |
|                         | Doncaster - York - Leeds            |                |
|                         | Nottingham - Edwinstowe - Rugby     |                |

Running numbers

|                 |            |               |          |            |               |
|-----------------|------------|---------------|----------|------------|---------------|
| 86998-87054/6/7 | built 1948 | Metro Cammell | 87128-77 | built 1951 | Metro Cammell |
| 87055/58-67     | built 1949 | Metro Cammell | 87228-97 | built 1951 | York          |
| 87068-87127     | built 1949 | York          |          |            |               |

Livery

Some of the earliest rounded window carriages were painted in imitation 'teak' as per the square cornered version. Later builds would have been painted unlined carmine. Lettering and numbering was yellow.

From 1956 it is likely that some would have received maroon livery, which was usually lined gold/black/gold at the waistline and black/gold above the windows, but most non-corridor stock would have been unlined.

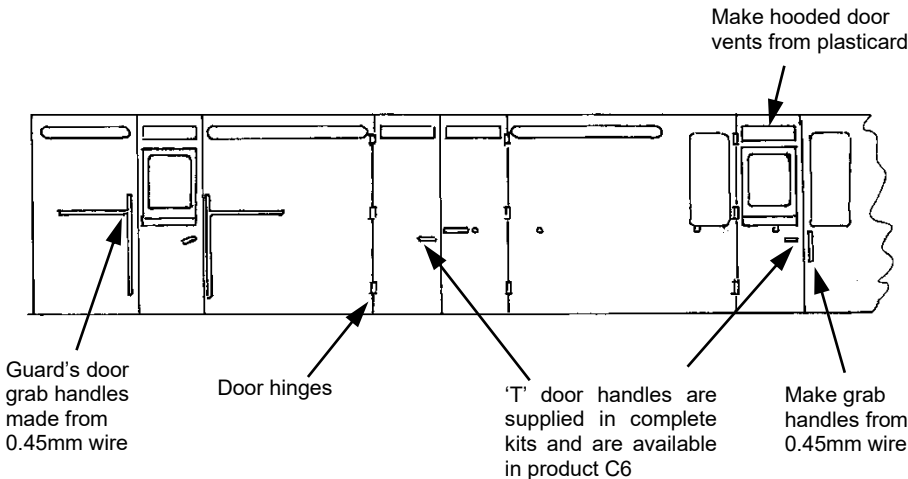
Further information

|                                                            |                |                  |
|------------------------------------------------------------|----------------|------------------|
| LNER Carriages                                             | Michael Harris | Thomas & Lochar  |
| Historic Carriage Drawings Vol 1                           | Nick Campling  | Pendragon        |
| LNER Passenger Train Vehicles Vol 5                        | CJG Bishop     | The LNER Society |
| British Railways Pre-Nationalisation Coaching Stock Vol. 1 | H Longworth    | OPC              |

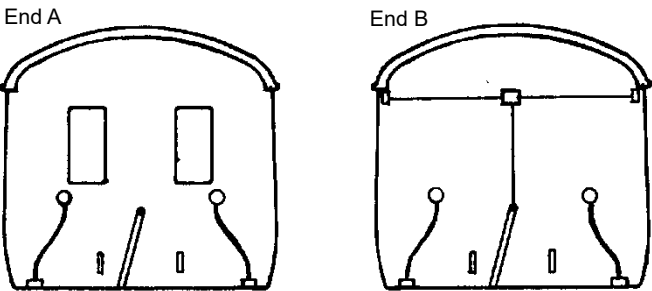
COMET MODELS components required to complete this carriage are:

|                     |      |               |      |
|---------------------|------|---------------|------|
| Underframe          | UE3  | Bogies        | BE1  |
| Underframe castings | UCE1 | Roof castings | RC1  |
| Ends                | EE6  | End castings  | ECE2 |
| Roof                | C10  | Interior      | INT5 |

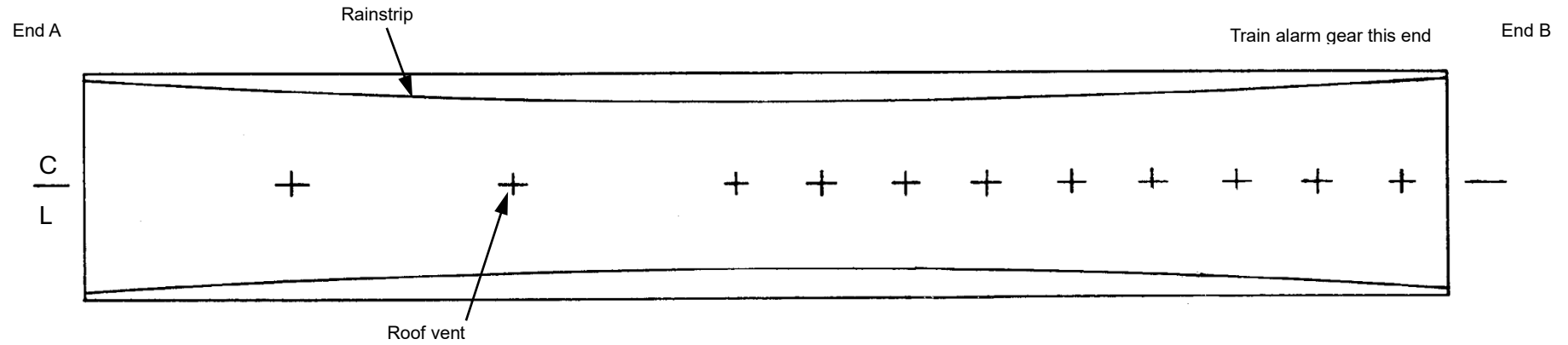
Scrap views showing additional detailing of sides and ends  
(not all details may apply to this diagram)



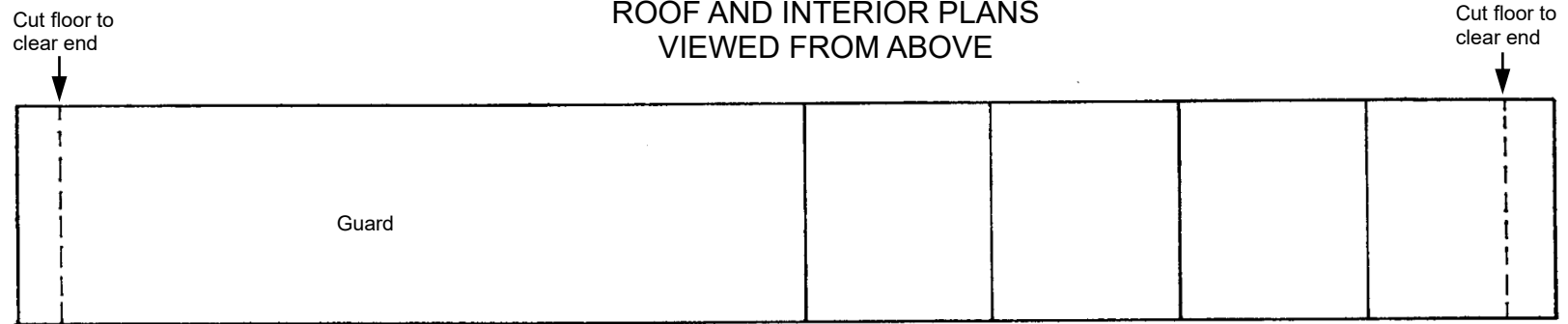
Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26



# D340



## ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



## UNDERFRAME VIEWED FROM BELOW

