COMET MODELS

E14 BR(E) THOMPSON RESTAURANT FIRST (RFO) D354

13 built 1949-1950; withdrawn 1962; none preserved 63'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 and 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, as depicted by the etch.

The restaurant first ran with either an open third (Comet Models E17) or restaurant pantry third (E15).

Sample formations

8.00am South Shields-Kings Cross 1950	BTK/CK/FK/**RF**/TO/TK/TK/TK/TK/TK/TK/BTK
8.45am Hull/York-Kings Cross	BTK/TK/TK/TK/CK/CK/BTK/TK/TK/RPT/**RF**/FK/BTK I from Hull I from York I
3.0pm Kings Cross-Newcastle/ Sunderland 1959/60	BTK/CK/BTO/FK/**RF**/RPT/TK/BTK/TO/CK/BTO I KX to Newcastle ISunderland,I detached at York

Running numbers

1655-7	built 1949	York
1597-1600, 1667, 1216/7/9, 1222/3	built 1950	Doncaster

Livery

The first three coaches were 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 all 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

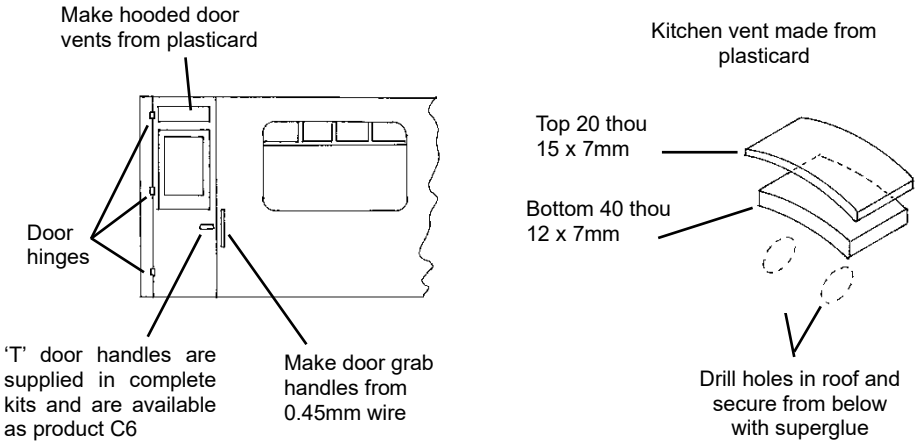
LNER Carriages	Michael Harris	Thomas & Lochar
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vols 6&7	CJG Bishop	The LNER Society
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC

Isinglass drawing 4/277

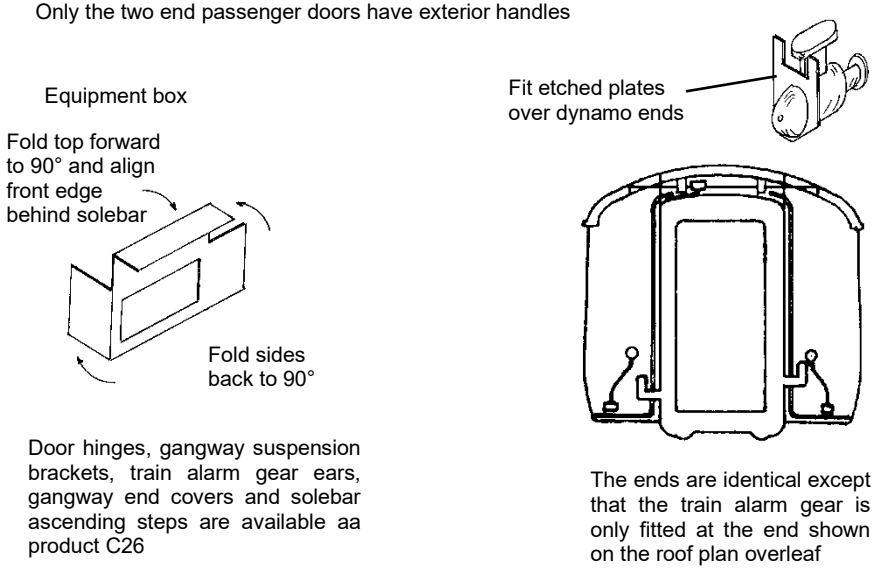
COMET MODELS components required to complete this carriage are:

Underframe	UE1	Bogies	BE3
Underframe castings	UCE1	Roof castings	RC1, RC7
Ends	EE4	End castings	ECE1
Roof	C10	Interior	INT3

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



Only the two end passenger doors have exterior handles



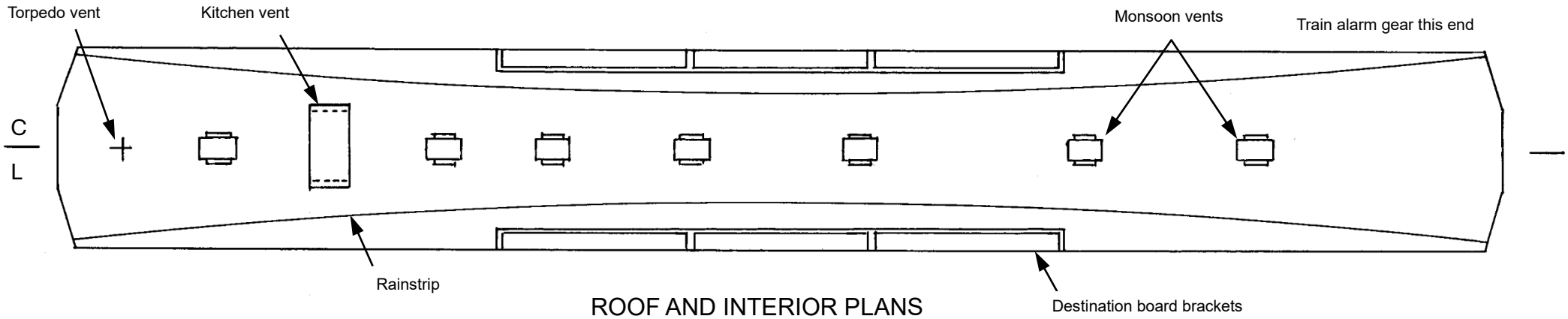
Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available aa product C26

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

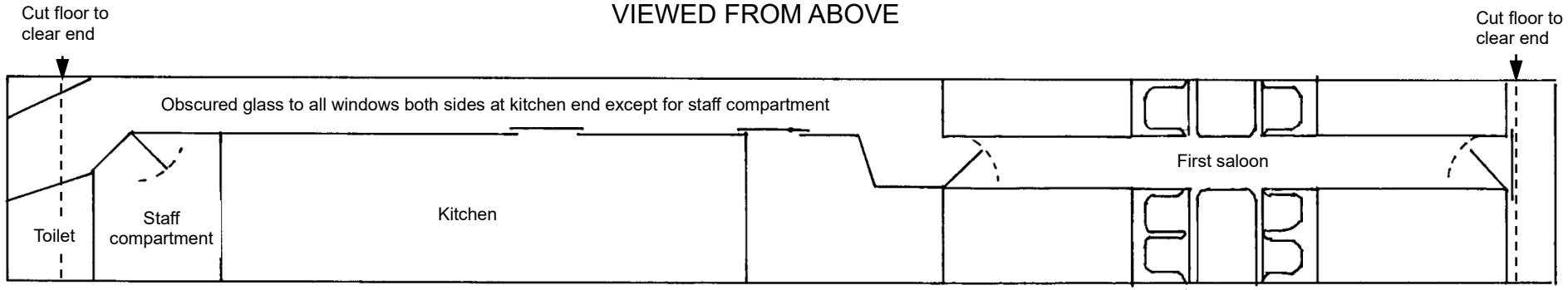
Comet Models is part of Wizard Models, PO Box 70, Barton upon Humber DN18 5XY
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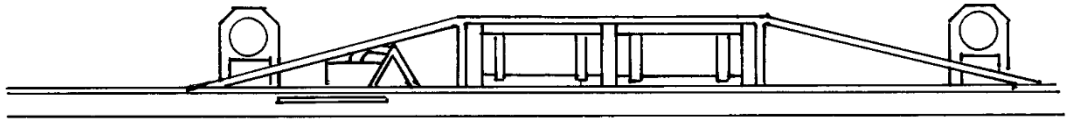
D354



ROOF AND INTERIOR PLANS VIEWED FROM ABOVE



Doors at the kitchen end had no external handle and could be opened only by staff using a key



Common edge

UNDERFRAME VIEWED FROM BELOW

