COMET MODELS

E22 LNER GRESLEY TRIPLET DINER

E22A	**Restaurant Open Third**	**55'2½"**	**D14A**
E22B	**Kitchen Car**	**41'**	**D13**
E22C	**Restaurant Open First**	**55'2½"**	**D12A/B**

5 sets built 1928; withdrawn 1947/1958/1960; none preserved

These etched sides may be used for scratchbuilding. Should you prefer, the 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.

All were built at Doncaster. In three sets the RFO was to diagram 12B which differed from 12A in having a 24 seat smoking saloon rather than 18 seats. Diagram 12B featured fixed seating whilst 12A had loose chairs, and clothes cupboards in the end. The kitchen cars were all electric to reduce fire risk. All the coaches had turnbuckle underframes.

The triplets were intended for premier workings and the two D12A sets were decorated in "White Allom" for the Flying Scotsman.

Running numbers

	Original	1943		Original	1943
Diag. 12A	16481/91	1416/19	Diag. 12B	46191, 16501/11	9052, 1422/5
Diag. 13	16482/92	1417/20	Diag. 13	46192, 16502/12	9053, 1423/6
Diag. 14A	16483/93	1418/21	Diag.14A	46193, 16503/13	9054, 1424/7

16481-3 and 16491-3 were the "White Allom" cars. Set 1419-21 was withdrawn in 1947 following an accident; set 9052-4 in 1958; and the other three sets (1416-18, 1422-24 and 1425-27) in 1960.

Livery

These coaches were originally varnished teak. The panels above the waist were vertically grained, those below were horizontally grained. Teak weathered, so almost any colour from almost buff to Van Dyck brown would have been seen. Lettering and numbering was gold shaded red, pink and white. LNER was placed as far left as practicable and the number as far right, both on the waistline.

From 1949 to 1956 gangwayed passenger stock was painted in BR 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 these coaches were painted maroon lined gold/black/gold at the waist.

Further information

LNER Carriages	Michael Harris	Thomas & Lochar
Historic Carriage Drawings Vol 1	Nick Campling	Pendragon
LNER Passenger Train Vehicles Vol 2	CJG Bishop	The LNER Society
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC

Isinglass drawings 4/6/1—4/6/3

COMET MODELS components required to complete this carriage set are:

Underframe	UE4	Bogies	BE3 x 2
Underframe castings	Special	Interior	INT4 x 2
Ends	EE1	End castings	ECE1 x 2
Roof	LNEC001 x 3	Roof castings	RC1

Modelling notes

Each side is produced as a top and bottom pair. The two restaurant cars had door and grab handles only at the outer ends. Centres for these are marked on the reverse of the etches and should be drilled out to 0.45mm. To obtain the three depths necessary for the correct beading the lower bodyside should be soldered on top of the half-etched strip that runs along the bottom of the upper half. The droplights can then be added and the tumblehome formed.

The doors on all three coaches had hooded vents, as did all the small windows on the kitchen car except for the WC. These vents can be represented using 30 thou plasticard cut to 2mm x 7mm and fixed with superglue. Note that on the kitchen car all windows except that for the staff compartment had obscured glass.

When building the coaches as complete kits three plastic roof mouldings are provided. Carefully remove any moulding sprues, then cut the kitchen car roof square at both ends to an overall length of 165mm. The restaurant cars have one bowed end and the inner ends are cut square at 222mm. The moulded rain strip and destination board brackets should be removed by scraping with the edge of a craft knife blade, then file off the oval studs on the underside and clean up the edges. Chamfer the square ends on each roof to clear the coach ends (sketch 1 on kitchen car plans).

Fix 1.0mm x 1.0mm plastic strip (not supplied) along the edge of each roof 0.75mm in from the edge, using a piece of 30 thou plasticard as a guide, and leave gaps of 7mm at the domed ends and 5mm at the square ends (sketch 2). Mark out the roof details from the plans provided and drill 1.1mm for torpedo vents and 1.4mm for tank fillers. Ventilator cowls can be made from 20 thou plasticard. Cut pieces 7mm x 7mm and fix them at the centres marked, then cut pieces 10mm x 8mm and bend these to a slight curve before fixing them on top (sketch 3). Use 20 thou plastic rod to represent the lighting conduit on the dining coaches and replace the destination board brackets using 0.75 x 0.5mm plastic strip.

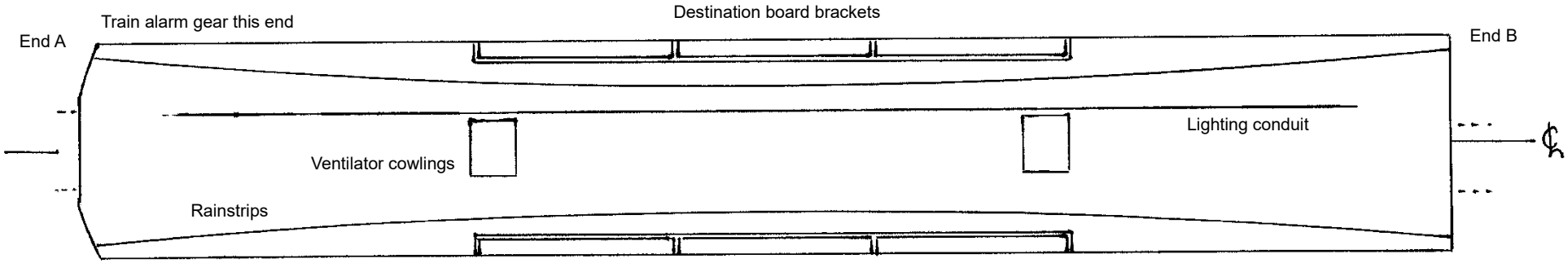
The gangways between the flat ends can be represented by a triple fold of black paper cut to the same shape as the gangway base and attached to the two open coaches. The set is best coupled together upside down by sliding the coupling tabs on the kitchen car over the bolts on the open coaches, then adding the two intermediate bogies and their securing nuts.

Comet Models is part of Wizard Models Limited, PO Box 70, Barton upon Humber DN18 5XY
Tel 01652 635885, web www.wizardmodels.ltd, e-mail info@wizardmodels.ltd

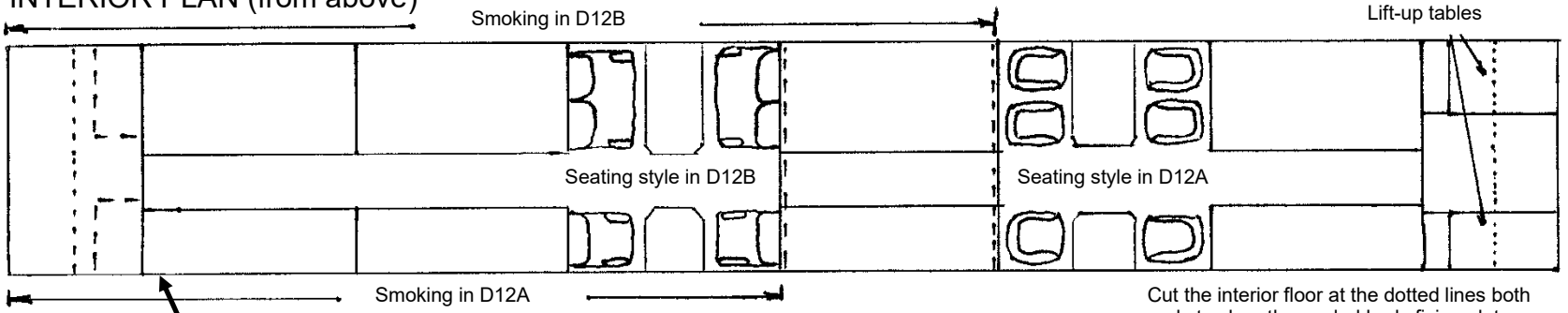
© Wizard Models Limited 2026

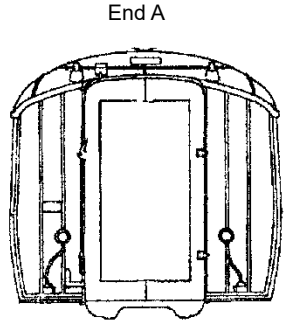
RESTAURANT OPEN FIRST D12A/B

ROOF PLAN (from above)

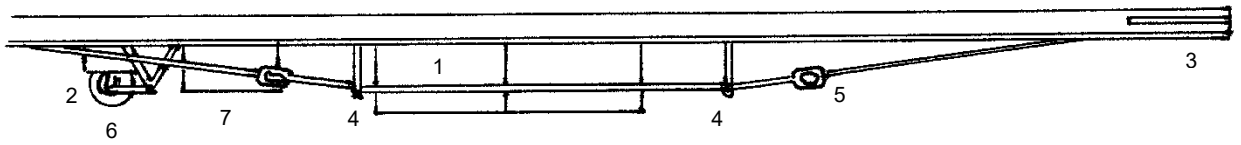


INTERIOR PLAN (from above)

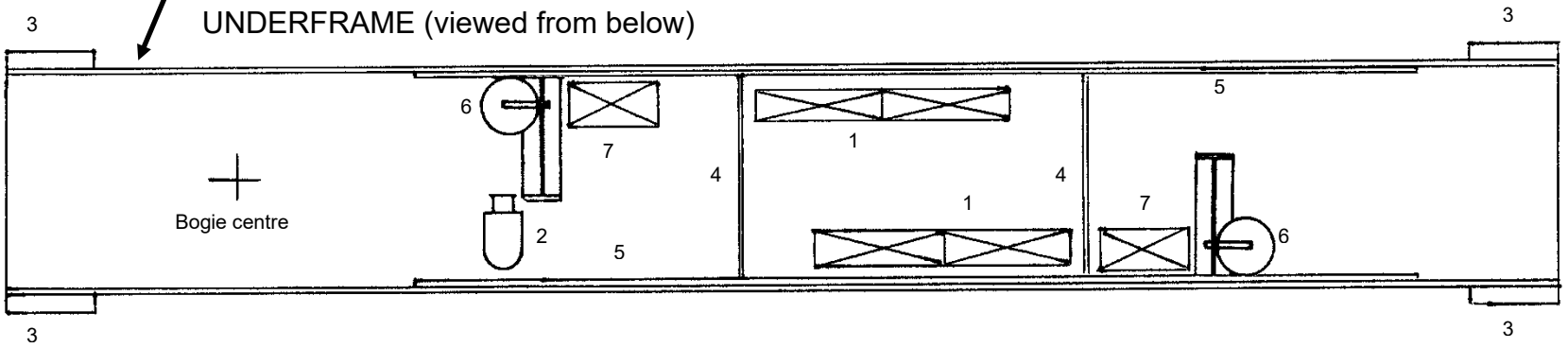




The outer ends of the restaurant opens are identical



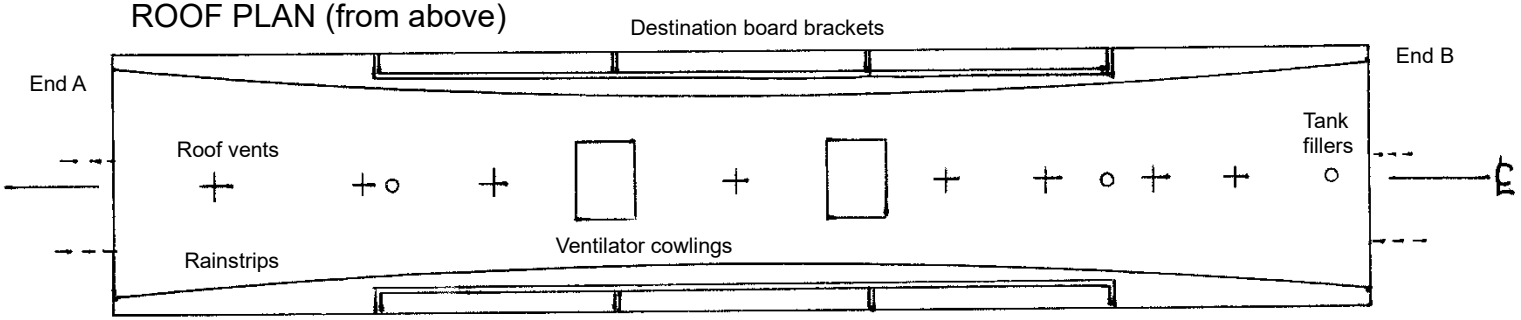
UNDERFRAME (viewed from below)

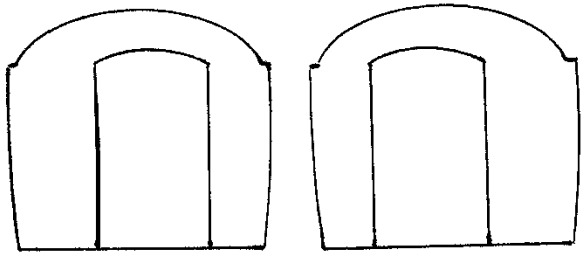


1. Battery boxes
2. Dynamo
3. Stepboards
4. Queen posts
5. Turnbuckles & rodding
6. V hangers & vacuum cylinders
7. Vacuum reserve tanks

KITCHEN CAR D13

ROOF PLAN (from above)



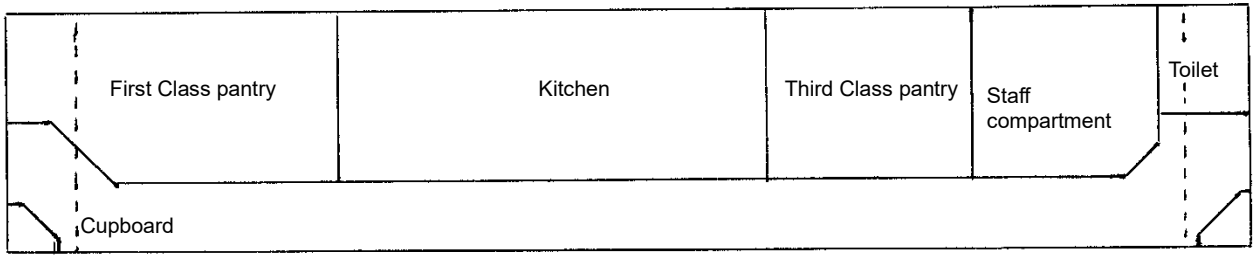


Note offset of inboard gangways

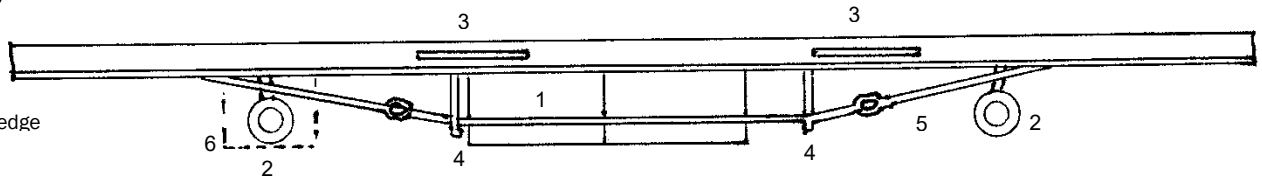
End A Kitchen Car
End A Restaurant Third

End B Kitchen Car
End B Restaurant First

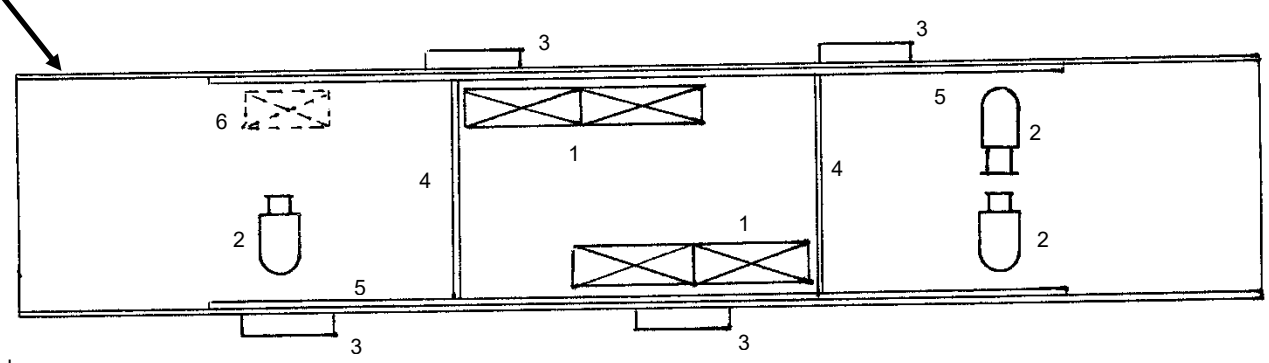
INTERIOR PLAN (from above)



Cut the interior floor at the dotted lines both ends to clear the angled body fixing plate

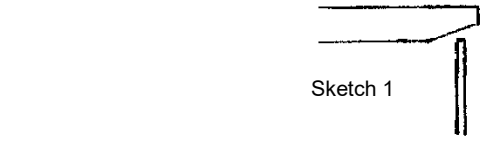


Common edge

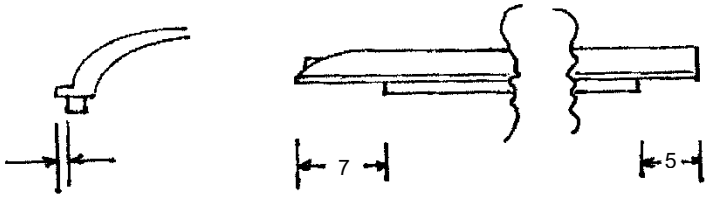


UNDERFRAME (viewed from below)

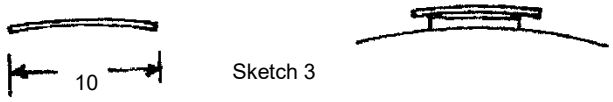
1. Battery boxes
2. Dynamos
3. Stepboards
4. Queen posts
5. Turnbuckles & rodding
6. Equipment box (shown on some drawings)



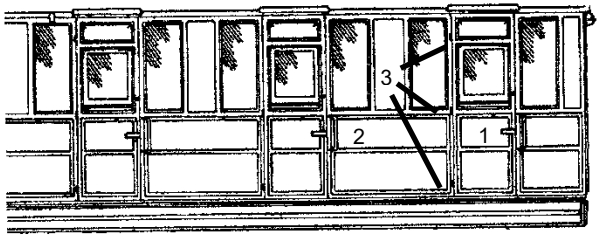
Sketch 1



Sketch 2, dimensions in mm



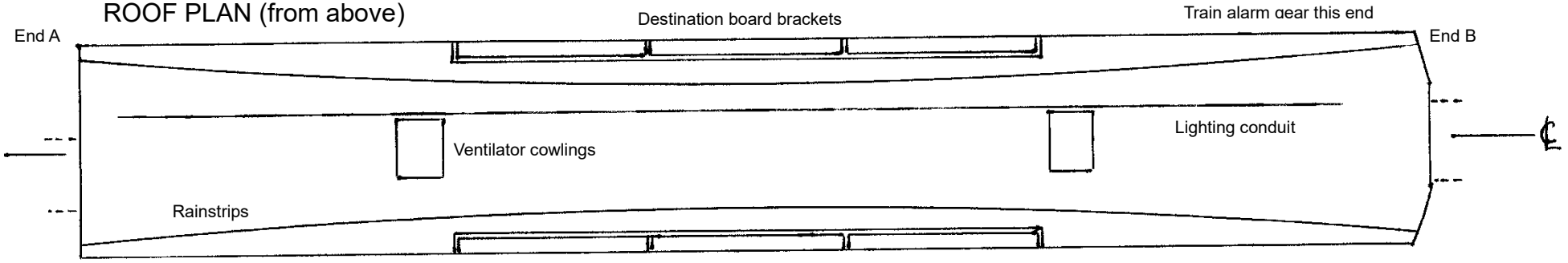
Sketch 3



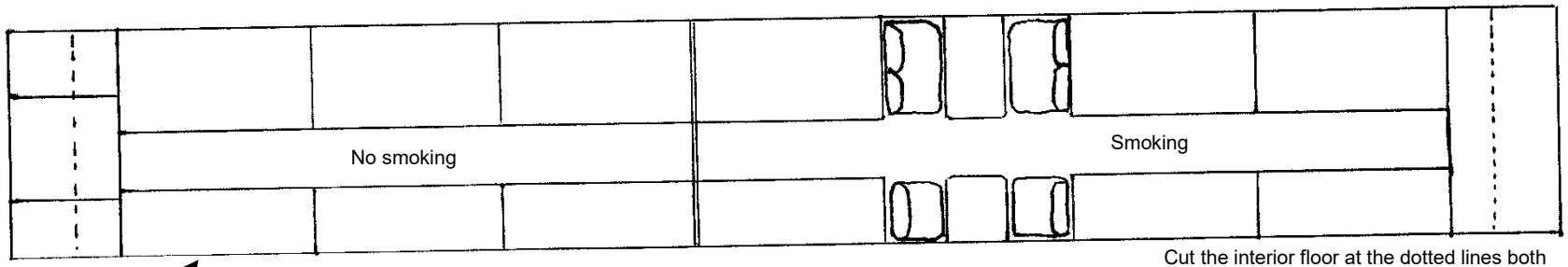
1. Door T handles
2. Grab handles
3. Door hinges

RESTAURANT OPEN THIRD D14

ROOF PLAN (from above)

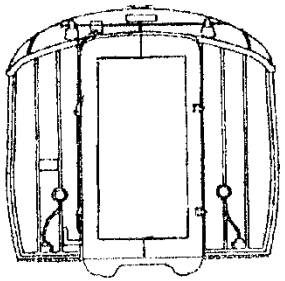


INTERIOR PLAN (from above)



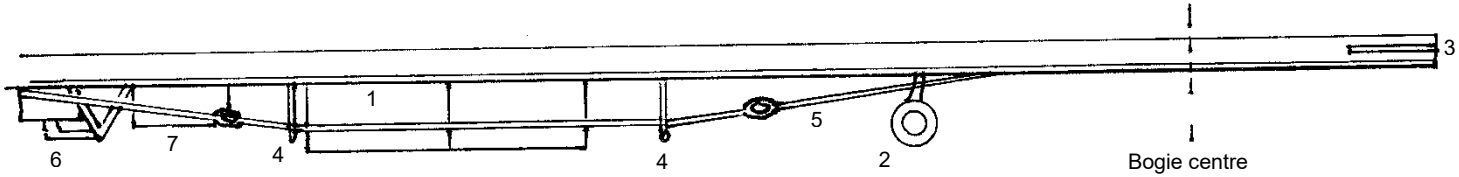
Cut the interior floor at the dotted lines both ends to clear the angled body fixing plate

End B

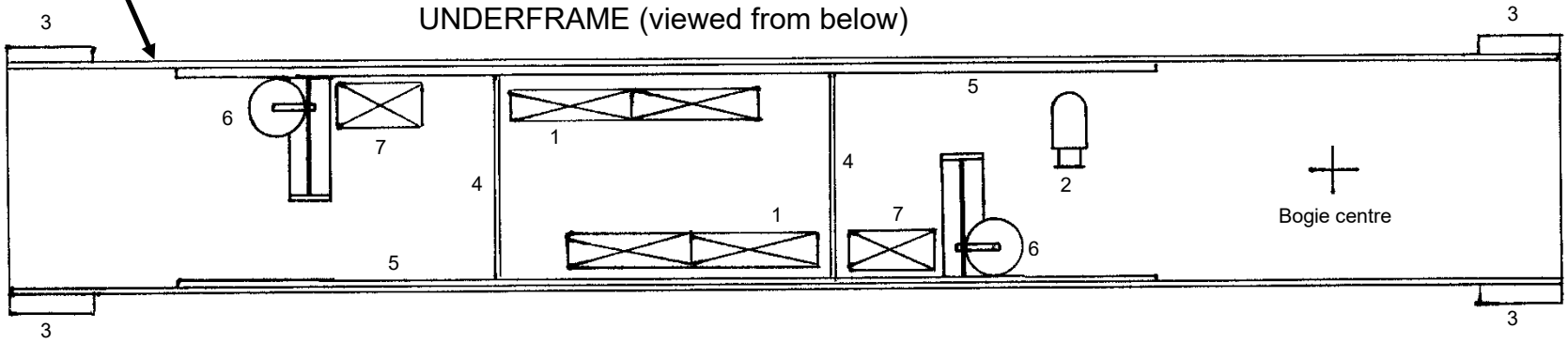


The outer ends of the restaurant opens are identical

Common edge



UNDERFRAME (viewed from below)



1. Battery boxes
2. Dynamo
3. Stepboards
4. Queen posts
5. Turnbuckles & rodding
6. V hangers & vacuum cylinders
7. Vacuum reserve tanks