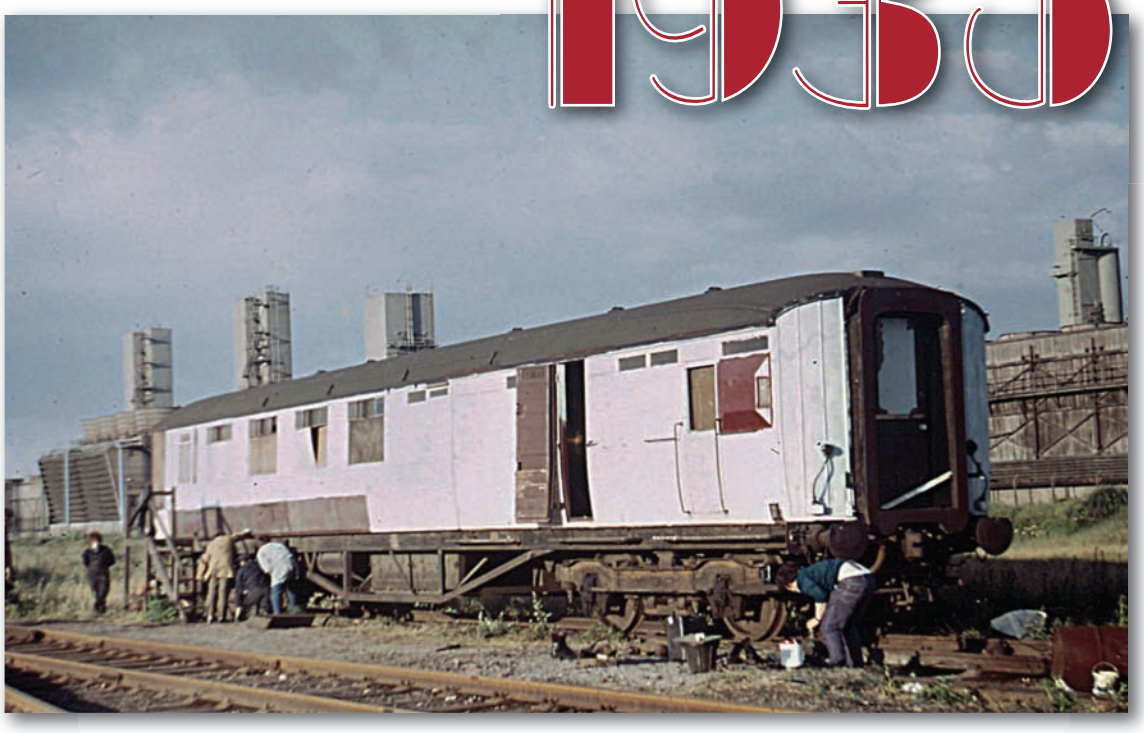
LNER COACH ASSOCIATION

Gresley-designed Brake Third Open No. 43567

1935

No. 43567, a Brake Third Open, was built by York Works in the art-deco era of the London & North Eastern Railway in 1935 when there was extensive use of chrome fittings, such as coat hooks, luggage racks and window frames.

Renumbered in the post-war numbering scheme to 16547, the coach lost its varnished teak livery and was repainted into carmine and cream in the early 1950s, followed a few years later by maroon.



A rare picture showing members of the BSO Group getting No. 16547 (its BR number) ready to be moved from its isolated piece of track at Tees Dock, by slewing the track to join the running line adjacent to it. This was in early 1974, the carriage arriving on the NYMR in July of that year. Photo. Dave Birtle, permission of Nick Carter.

Its working LNER/BR life came to an end in the early 1960s, although the exact date is not known. After being stored at York for a year, it was sold to the Tees & Hartlepool Port Authority and moved to Tees Dock. There it was used as a classroom to train the Port Authority's diesel shunter drivers. Two pairs of seats were removed and the flush toilets replaced by chemical ones. It was also used by the Port Authority's permanent way men as a cabin. Declared redundant in 1974, it was donated to a group of NYMR volunteers – the Gresley BSO Group and 16547 was delivered to the NYMR by rail, arriving on July 30, 1974.

For many, varnished teak livery is one of the finest. 43567 is pictured running in the LNERCA's rake of eight carriages.

The carriage needed much work undertaking and it served a variety of uses – temporary General Manager's office, newspaper store, permanent Way Riding Van for two years and Carriage & Wagon store.

In 1984, it was donated to the LNER Coach Association which, fortuitously, managed to secure a Heritage Lottery Funding grant to fully restore it, along with National Railway Museum-owned Open Third No. 23956.

Thus the carriage has been restored to as-built condition when it left York Works 82 years ago, even down to the correct seating material.

43567 has been used in numerous film contracts for both television and the cinema, the latest being the remake of 'Dad's Army', others being appearances in 'Brideshead Revisited' (when it was disguised as a pre-war Southern Pullman carriage) and, more recently, Downton Abbey.

43567 ran throughout the second world war. Here, re-enactors and promenaders find the perfect setting as they enjoy the NYMR's annual War-Time Weekend.

Murray Brown Founder and Vice Chairman, LNER Coach Association.

If you have enjoyed reading about this historical vehicle, you might like to find out more about the LNER Coach Association, formed in 1979 and affiliated tothe NYMR. We welcome new members and provide a regularly updated website and a quarterly newsletter. For more information please call me – Murray Brown on 01733 578000 or email murray@lnerca.org

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