

Gresley Corridor Brake Composite No. 10178

The story of this unique carriage includes running in the LNER's most famous train, ending its BR days as a stores van in remote Northumberland and having no less than six different numbers during its life span of over 90 years! Read on!

It was built by the LNER at Doncaster Works in 1924, one year after the formation of the London & North Eastern Railway. It was only one of two of its type – Diagram 34 – which besides the guard's compartment had two Third class and two First class compartments. Its intended use was for the new 'Flying Scotsman' sets built that year. Surprisingly, with only two being built, there must have been occasions when, due to maintenance and Works overhaul, another type of carriage would have been substituted.



The carriage was allocated number 10178 until May 1925 when the practice of numbering East Coast Joint Stock vehicles in the series 101XX was abandoned and the vehicle was renumbered 1077.

During the mid 1930s (believed to be June 1936) it was taken out of East Coast stock, transferred to the Great Central section and renumbered 52181.

In the Thompson era renumbering scheme, the coach was allocated No. 10021 which was retained until withdrawal from passenger stock in October 1958 after being a working passenger vehicle of 34 years.



It then was converted for Departmental use – with the Chief Mechanical & Electrical Engineer for use as a staff coach with breakdown trains for which it gained its fifth number – ADE 320427. The 'A' denotes CM&EE. First duty was at Starbeck shed, Harrogate but Starbeck closed on September 14, 1959 so ADE 320427 was moved north to Blaydon shed. There it stayed until Blaydon shed closed on March 15, 1965 whereupon it then moved to Tyne Dock. This depot, too, closed (September 1, 1967) with the cessation of steam in the north east, so the homeless carriage was then despatched to North Blyth. It was here that it was downgraded to an Internal User vehicle, i.e. not allowed to leave the depot, and was used to store shunting poles and other depot equipment. For this role it was given the latest number in the Eastern Region Internal User fleet – 041469, its sixth and final number of its long life. This took place on April 5, 1979. What a come down from its debut into service when brand new.

However, after only three months, on July 14, 1979, it was declared redundant and withdrawn for the final time, being offered for sale by tender.

The York Area Group of the NYMR was on the lookout for a messing coach and 041469 fitted the bill nicely. The bid was accepted and the veteran carriage arrived on the NYMR in December 1979.

It was soon in use with the p.way department and is best known for the many hot meals served to volunteers by the former membership secretary, Bert Kemmenoe. For its NYMR role, it was painted red and departmental number re-instated, but this time, the 'A' was missing, leaving prefix DE (Civil Engineer Departmental Eastern).

After many years use, it was sidelined but, thankfully kept for many years under cover in the York Group's New Bridge depot. With no prospect of it being restored and the space it was occupying in New Bridge wanted, it was offered at a most favourable price to the LNERCA to add to its growing list of desirable vehicles – desirable because it had First Class compartments. It was pulled out of the warm confines of New Bridge depot, sheeted over, and has since been stored at the rear of Grosmont shed pending the day when restoration can start.

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 to the 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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Above
Co-Founder member of the LNER Coach Association and its Treasurer for nearly 40 years, prominent York Area Group volunteer, John Hasler climbs aboard the Gresley veteran at North Blyth depot in late 1979 during an inspection as to whether the York Group should bid for it.
Photo: Murray Brown.

Left
No. 041469 was pressed straight into service on arrival on the NYMR by the PWay Department. Class 24 No. D5032 is the locomotive which, at that time was carrying two-tone green livery - something it never did whilst in BR service.
Photo: Nick Carter.



Above
The former BCK was later given a coat of Engineer's red - pictured at Moorgates with a correctly liveried No. D5032.
Photo: Alan Birkin

Below
A later repaint saw its BR Departmental number re-instated - a most unusual event for a 'preserved' carriage. Photo: Nick Carter