

## LNER Tourist Third Open No. 43632

# 1935

The only gangwayed LNER carriage on the North Yorkshire Moors Railway which is not under the umbrella of the LNER Coach Association is this TTO No. 43632. However, for the sake of completeness, its history is given below.

This carriage is one of 14 Gresley-designed Open Third carriages still extant, 15 if you count the only Thompson-designed TTO 13803. No. 43632 dates from 1935 when it merged from Doncaster Works, just as Gresley's A4 'Streaks' were making such an impact.

Once again, nothing is known of its subsequent LNER and British Railways' life until it was withdrawn in 1961 after 26 years of passenger-carrying use. For its last 13 years of revenue-earning service, (since the Thompson renumbering scheme of 1946) the carriage carried No. 13385. Its next 18 years were to be spent in secret, with whited-out windows and secreted away from the public . . . .



*Shortly after arrival at Embsay on the Yorkshire Dales Railway, TDE 321006 awaits a new life. This was not to happen until 2003 when it was bought by the North Yorkshire Moors Railway, destined to be converted to allow disabled passengers access, with toilet facilities.*



*Whilst some initial attention was given to the frame of TDE 321006 – now being known by its original number of 43632, since then, the carriage has been stored. However, a sizeable amount of bequest money, and that contributed by the NYMR, has seen the 'pot' grow to enable these funds to be put towards its conversion. This is now much more likely to take place with the news that Stage 1 of the bid to the Heritage Lottery Fund has been successful. A full bid is now being prepared under the title 'Yorkshire's Magnificent Journey' which will include five carriages being converted to provide wheelchair access and amenities. No. 43632 is pictured in Pickering yard undergoing frame repairs.*

As part of the Cold War uneasiness in the early 1960s, the British Railway Board was authorised by the Government to convert sets of carriages into secret Mobile Control Trains, the object of which was that such carriages could be taken to obscure locations in the system and control the railways in the event of enemy action disabling the regional headquarters of the then six Regions.

Each Region was to have two Mobile Control Trains, each of four carriages. No. 13385 was selected to be one of the Eastern Region's eight carriages. It was converted at Doncaster Works into a Control & Apparatus car and given the Departmental number of TDE 321006. The two ER sets were based at Retford. Open storage did nothing for the well being of the Control sets and both those on the Eastern Region and on the North Eastern were suffering from damp ingress and deterioration. The Retford vehicles, including TDE 321006, were inspected on February 5, 1968, with a view to assessing the need for remedial work, and shortly afterwards the two sets were moved to Doncaster Works for repairs costing £3,000. Vandalism had taken place while they had been stabled in the open at Retford and, with the desirability of covered storage, efforts were made to find a more suitable site. To that end, Doncaster Carr locomotive depot was selected in December 1968, but it was not until late 1969 that Nos TDE 321001-08 were moved from Retford as repairs to the roof of Carr Loco were found necessary.

Another ten years elapsed by which time the world had moved on, notwithstanding the fact that the Control sets belonged to another era – vacuum-braked, steam heated and condition-wise they left much to be desired. It was in July 1979 that the Department for Transport issued a withdrawal order and all 24 Gresley carriages in the various control sets (16 on the combined Eastern Region and eight on the Scottish Region) were put up for sale.

TDE 321006 was one of three Control carriages which found a new home on the Yorkshire Dales Railway. These were two ex-Control & Apparatus carriages (Nos 321002/6) and a former Office coach (TDE 321001). They arrived on the YDR on February 22, 1980 having worked through from BR as a train with two other vehicles destined for the Railway over the recently installed permanent connection with BR at Embsay Junction.

Various factors conspired against TDE 321006, alias the original 43632, being restored back to passenger-carrying status. It remained stored until 2003 when it was bought by the North Yorkshire Moors Railway. Whilst on the YDR, it had been repainted into the LNER Tourist colours of green and cream. The intention was to convert it to enable disabled passengers and their wheelchairs to be accommodated. Some remedial attention to the framing was initially undertaken by the LNER Coach Association. However, the higher priority pressures and queues of the LNERCA-owned stock took precedence and 43632 found itself stored again.

It is still the intention for this NYMR-owned carriage to be converted for wheelchair access. Indeed, no less than £80,000 has been earmarked for this work from legacies. The even better news is that with the NYMR passing Stage 1 of its 'Yorkshire's Magnificent Journey' HLF bid, this carriage will be included in those to be converted to the somewhat-odd sounding 'fuss-free' carriages. What this means is that each set which runs on the NYMR, will have one carriage capable of taking wheelchairs and which will have a disabled toilet and toilet retention tank. No. 43632 will be such a coach for insertion into the LNER 'Teak' set which is so popular on the NYMR.

**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](mailto:murray@lnerca.org)**