



Founded 1979

Newsletter No. 132 December 2022

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ENGLAND**



View from the Chairman

It's nice to be able to report plenty of good news since the previous edition of this Newsletter. The standout highlight has been the running of our special LNERCA members' train in October, with six of our coaches headed by no less than A4 Pacific *Sir Nigel Gresley*. The Newsletter editor and I make no apologies for including several photos of this wonderful train, because it's not often you get an engine with the letters L N E R on its tender hauling a rake of LNER carriages. It was great that so many of you were able to travel

on it, the atmosphere on board was so positive, and thank you all for the many letters and emails of appreciation that have been received since. Next year's train, provisionally planned for Saturday October 7th 2023 should be just as good, with two new coaches in the rake, but it's too early to say what loco may be hauling it.

Welcome back to the NYMR 3087!

Another piece of good news concerns GNR 3087, previously known as the Invalid Saloon, and previously numbered 43087. This carriage has been at Rampart Engineering, who have done a great job, assisted by Andrew Daniel, in repairing cant rails, removing the Guards area, stiffening the body, converting it to a 26-seat observation saloon, and generally making it fit to run again. Their work is now concluded, and the carriage has now returned to Pickering for Association volunteers to complete the final stage, which is the lining and varnishing of its exterior as a Great Northern saloon. In addition we need to carpet the interior and provide the chairs, and for these items we have a debt of gratitude to Andrew Scott for sponsorship. With luck GNR 3087 should be ready in the Summer for its first runs on the NYMR, attached to the teak train.

With GNR 3087 leaving Barrow Hill, its place has been taken there by the Thompson Buffet Car which has been at Embsay on the Yorkshire Dales Railway. This marvellous carriage requires repairs to its external steel body, something which Rampart Engineering have the expertise to sort out. Hopefully it will not be at Barrow Hill too long, but it all depends on what is uncovered when the steel comes off. It is planned to have this coach visit the NYMR at some

FRONT COVER by Murray Brown. The Sir Nigel Gresley Locomotive Trust's No. 4498 Sir Nigel Gresley has just backed onto the LNER set in the carriage stable at Pickering on October 22. The Association was most grateful to the Trust for allowing its magnificent speed machine to haul the LNERCA's members' special.



The Association is keen to ensure the Gresley Buffet 641 and the GNR saloon can be staffed to provide catering enhancement to the services on which they operate. Are there any members - and their wives and friends - who would fancy this pleasurable pasttime - meeting the public and travelling up and down the scenic NYMR? If you are keen, do please get in touch. This photograph is dated 2007 and shows the ladies and gents from the Eatmore Pudding Club who on several occasions served cake and refreshments in the GN saloon. Our Volunteer Liaison Officer, Marcus Woodcock, is third from the right and his good lady Margaret who ran this enterprising organisation is third from the left. The quality of the cakes and service provided by these volunteers soon became widely known when they swung into action. Photo: Murray Brown.

point in time, possibly Autumn 2023, and preferably when there is an A4 around, so that we might re-create something of the famous 'Elizabethan' express.

Further good news concerns the NER 945 dining saloon now in the Atkins shed at Pickering. Our volunteer team have made rapid progress on tidying up the exterior, re-doing the roof, and generally making it watertight. Next step in January will be to put it on the newly restored and retired Gresley bogies which are now in Pickering yard. It's always unwise to predict target dates for completion, but restoration is well advanced and 945 is an ideal carriage to represent the Association at the Stockton & Darlington celebrations in 2025.

Elsewhere, the NYMR's Fuss Free Access (FFA) coach (modified for disabled passengers) 43632 is very close to having a trial run on the Ecclesbourne Valley Railway at Wksworth. All being well, this

vehicle should be joining the teak train for the NYMR's 2023 operating season. All NYMR train sets are due to have a FFA coach in their formations from the Summer of 2023.

Meanwhile our resident coach in the Atkins shed, ECJS 189 dining car, continues to advance. The pantry area is all but complete, one Pullman gangway end is ready to be fitted, and we have a prototype gasolier under construction thanks to Bruce Robinson. There is one area however where we need help and that is with the chairs and tables, which are of very ornate cast iron design. It would be really good if anyone in the Association knew somebody with some expertise in this field – please see the article elsewhere in this Newsletter about the need for more volunteers.

Busy at Kirby Misperton

Back at Kirby Misperton, on Thompson CL 88339 the frames have been painted and the steelwork for the exterior cladding is about to be ordered. The floors have been repaired and Steve Hone has worked wonders with the moquette on the seats.

Also at Kirby Misperton Andrew Daniel has been able to recommence work on Gresley 23896, now that his work on GNR 3087 is complete. This eight-compartment vehicle will look fabulous when it's finished, but it will be a year or two before we reach that stage.

Money matters

Away from the coaches, there are several other matters on which I need to report. Firstly, you will hear from Adrian our Treasurer that we need to change our Lloyds bank account. This has been caused by our changing from being a simple charity to a charitable incorporated organisation (CIO). The bank as a consequence have insisted that we open a new bank account, which means that all membership standing orders and direct credits will need to be changed. Both Adrian and I will be very appreciative of your help in getting this done. (see page 7)

Also, on the subject of money, you will recall that as part of our new strategy, approved at the 2022 AGM, it is our long-term desire to have our own visitor and restoration facility possibly at Trout Farm ponds on the NYMR. Although this is likely to be a long way off, there is no reason why we should not start to build up a fund to help buy the land and build a facility when the time comes. Therefore if any member feels like helping to kick start such a fund, please do not hesitate to contact me!

One source of income which we don't want to rely on, but which is very useful when it happens, is legacies. We are fortunate this year to have received two substantial legacies, the first from the estate of Tony Jewson, which I have reported earlier, and just this last month from the estate of John Ross Anderson. We are very appreciative to them both for thinking of us in this way.

Of course the major element of the agreed new strategy is to get more vehicles restored as soon as feasible, so that they can start earning revenue for the Association and thus help secure the Association's long term future. This is sometimes going to make for difficult decisions, for example as to which should have priority – the repair and revarnishing of one of the coaches in the running fleet, or the restoration of a coach which hasn't run before. A classic example is Gresley TTO 56856, a stalwart of the current LNERCA set, which really could do with some attention, but which the Committee has decided we can keep going for another 12 months whilst we get GNR 3087 and the CL 88339 finished. It will then have to come in for a major overhaul, which will include the fitting, at long last, of its luggage racks!

What is the outlook for 2023?

First priority for all members, if you've not already done so, will presumably be to purchase a 2023 calendar, which has some outstanding photographic images of LNER carriages across the country. By buying a 2023 calendar you are not only helping the Association but also having a reminder of what we're about throughout the year.

A clear priority of the Association in 2023 is to ensure that we run at least a 5-coach set all the time, without the need to strengthen the set with Mk.1's. Prospects for this are quite good, especially since there are two other Gresley teaks almost ready to join the set, FFA 43632 and GN 3087. Hopefully we might also get NER 945 sufficiently far advanced for an occasional outing.

One final piece of news to report is that our membership is steadily increasing. It is very gratifying that there are so many who want to share in the success of the Association, and help preserve these wonderful vehicles, not just for our enjoyment, but for that of future generations. The greater our membership, the more resilient we will be as an organisation, so if you can encourage others to join that would be very welcome. To state the obvious, if all of us recruited just one extra person membership would double.

As well as new members, we are always looking for new volunteers, and in 2023 there are new opportunities – helping out on the train itself, either in the buffet car or by serving teas and coffees in GNR 3087. This is a great way of doing something for the Association whilst at the same time having an enjoyable ride across the moors in 1930's luxury! If you're interested, or know anyone who might be, please contact Murray Brown.

All in all, 2023 promises to be an exciting year for the Association, and I look forward to seeing as many of you as possible during the course of it.

Nick Stringer, December 2022

Situations vacant - is anybody there?

Thanks to all our membership, and particularly our working volunteers, we have achieved great success in restoring to high standards the coaches already in the teak train, with the prospect of more to come in 2023 and subsequent years. By becoming a working volunteer you can share in this success, be it from your own home or by joining our teams at Pickering and Kirby Misperton, or by helping on the trains themselves. All are welcome, and we have the following vacancies in particular which we are keen to fill as soon as possible:-

(a) Catering staff to help in both the buffet car and the GNR Observation saloon, when that comes into service. Members helping in this way get the benefit of a train ride in one of our beautiful coaches! Please contact Jim Kay on jimsokay2@yahoo.co.uk for information.

(b) Deputy Secretary. We must cover for Dave Cullingworth, our current Secretary, who does a great job in ensuring our compliance with Charity Commission requirements, and who is actively involved with our Committee and Trustee workings, as well of course as taking the minutes of their meetings. Please contact Dave Cullingworth on dcull641@gmail.com

(c) Trustees. We currently have 3 Trustee vacancies, and it would be good to fill those positions with folk from different backgrounds and age groups. Please contact Nick Stringer on nickstringer701@btinternet.com

(d) Project manager for ECJS 189 chairs and tables. Sourcing these items is becoming a major challenge for the ECJS 189 project. This is not necessarily Pickering or North Yorkshire based. Please contact Dave Cullingworth on dcull641@gmail.com

In addition we always looking for:-

- Engineers, Carpenters, Joiners, Painters, Graphic artists, Upholsterers. We need to ensure that the skills of our current volunteers are passed on to new volunteers
- Members with Administrative and IT skills
- Members willing to write articles for the railway press or this Newsletter, particularly 'people' stories relating to the Association
- Members who can help develop social media platforms

Hopefully, there is a volunteer position which you as a member of the Association, might enjoy taking up. By doing so, you will be helping secure our wonderful coach collection for the future. To paraphrase a famous saying, ask not what the LNERCA can do for you, but what you can do for the LNERCA !



A welcome return to the NYMR is the 1909-built Great Northern saloon after its renovation to an observation saloon. It is pictured at New Bridge on December 17. Two days later, it was hauled to the carriage stable by Belgium tram loco Lucie. Photos: Marcus Woodcock and Jim Kay.

Important News (Good and Bad) From The Bean Counter

- After a protracted four months of frequent phone calls to our bank, the good news is that we have at last got a new bank account.
- We had to do this after letting that bank know that we are now a Charitable Incorporated Organisation (CIO) so effectively we are a different legal entity and therefore could not continue with our original bank account.

The bad news is that anyone wanting to pay money into our bank account will have to change any standing orders or payment details to our new account. We shall continue running our old bank account for a while to allow time for everyone to change over to the new details, but we would be grateful if you could change over as soon as possible to help with the administration of this.

Our new bank account is Lloyds Bank, sort code 30-99-50, account number 22414668.

Please note this only affects donations etc to the main account. Membership fees should continue being paid to the Membership Account (sort code 20-15-70, account number 45679624) Thank you for your assistance in this matter.

Adrian Laming, Treasurer.

Gasoliers: An Illuminating Topic for East Coast Joint Stock 189

Bruce Robinson continues with Part 3 of his remarkable story of how replica gasoliers are being recreated - prototype build commences.

In Part II of this article, I mentioned that we had reached the stage where prototyping could commence. Initially and bearing in mind my previous comments relating to incrementally building up knowledge, an inexpensive skeletal structure was created with two purposes in mind. First to visually assess the layout or profile of the transverse arms that run from the vertical faces of the clerestory to the central part of the structure, specifically the aforementioned knuckle box. Second to check for reasonable headroom clearance beneath the central column of the structure – something that we need to ascertain given the greater average heights of persons today compared to the average Victorian.

In terms of the former, some deft manipulation of the photographs within computer aided design realised, what I believe to be, a best fit in terms of the shape and point at which the transverse arms transition from a straight to a varying angle curve. Also, by reference to various photographs, I was able to determine what I believe to be the angle of declination on the transverse arms. These

two 'metrics' being important as together they determine the distance from the carriage floor to the centre of the knuckle box, an important datum given practically the whole structure radiates from this point. It also impacts the available passenger headroom.

From this, an inexpensive plywood mock up was created and taken to Pickering for assessment in situ within the carriage itself. The plywood was 'dressed' with a cardboard backed 1:1 scale print of the CAD drawing of the central column. Marrying the two together, we were able to undertake a direct comparison between original photograph and the mock up from the same perspective. I believe it is fair to say that we were all reasonably



Plywood and card mock-up being reviewed in situ. Photo: Dave Cullingworth.

happy with the result, hence we were able to 'nail down' this key measure as if we get this bit wrong, everything else would be wrong!

Concurrent with the above, some attention focused upon the thorny subject of an elaborately slotted and profiled item related to the burners of the lamp. To some degree this item bore a resemblance to oil lamps of old although with a greater number or area of slots. The size difference presumably was explained by the need for a greater supply of air required for a gas Argand burner relative to an oil Argand burner. Herein lay a problem, how to make a modern equivalent. Traditional metal spinning could produce the shape, however this would still leave the challenge of creating the slots. Also, a spun metal component would require tooling and this would equate to a cost

that for what would be a very limited production run would not be cost optimal. Moreover as we were still prototyping, any changes would require new tooling, thoughts turned to the modern option of 3d printing. Youtube channel MYFORDBOY who had previously assisted with the production of the 'knuckle box' was contacted to see whether he could help with this particular component. It was great to hear that he was and appropriate drawings were provided to permit a 3d model suitable for printing 3d shapes being provided. The end result being a plastic trial piece

was produced. MYFORDBOY kindly captured the process on video that may be viewed on-line by typing the following link into a suitable internet browser:

https://www.youtube.com/watch?v=0bq6bYMV_VI&feature=youtu.be

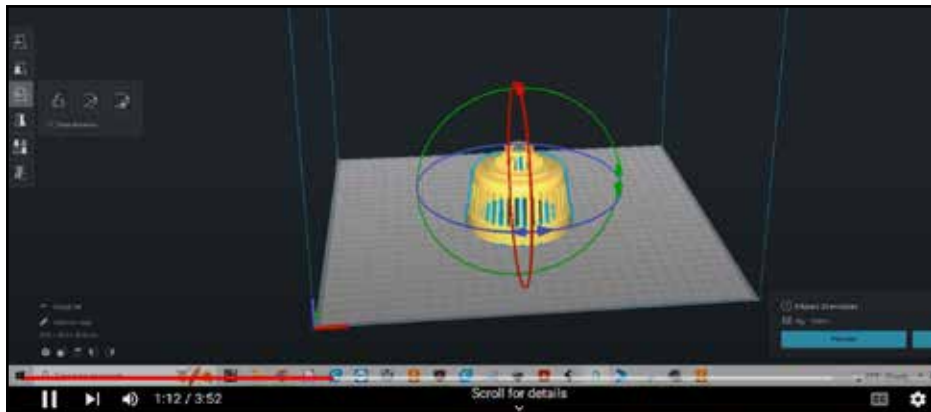
The item produced was swiftly despatched and as with the earlier plywood mock up, was taken to 189 for an on site visual check to be undertaken by comparing the



Air admission cage printed and trialled in-situ.

Comparing mock-up with original photo.





3D model of burner admission cage.

printed component to the original photograph. As earlier, we believed a reasonably good copy had been achieved.

Help from Hull firm Aalco

Whilst the example described is a plastic version, we will need to move to obtain 3d printed copies in metal. However, procuring these will not be inexpensive and is a cost challenge that we will need to circumnavigate.

To date, the project costs have being negligible. This is largely explained by hours and/or materials being provided at very low rates or even free of charge. A recent example of the latter being

that a major UK supplier of metals, Aalco, have provided support to the project. Using the principle of nothing ventured, nothing gained, an approach was made to Aalco's Hull office with a simple 'case' outlining project 189 in general with a detail reference to the gasolier project and the need for materials to support manufacture. We require aluminium materials to be used in the manufacture of a number of turned components. The management team at Aalco recognised the value of the project and as a result kindly donated three sizes of round aluminium bar. The stock was supplied directly from their Hull warehouse to which we are indebted for their kind support – it is much appreciated!



The author (left) with the manager of Aalco Ltd., Hull, who has kindly sponsored aluminium for the project.

More inspiration from a pub!

Reference to these turned components encourages a mention of a design influence. In a previous article, I mentioned influence for the design being drawn from a domestic gasolier located in a pub. I think this reference struck a chord with a number of people in which case said people may be interested to learn of another influence from a pub. One item that was causing a degree of thought was a couple of turned connectors that link the knuckle box with a couple of 'cubes' where the aforementioned transverse arms (indirectly) connect to the centre column. The challenge here was to access something that resembled that shown in the original photographs that would permit a dimensioned drawing to be produced. Imagine my surprise when, as a matter of course, I was enjoying a pint of 'Old Peculiar' in a historic pub, I spied something that could be used – a part of a Jacobean chair. With permission of the landlord, I returned and, amusing the clientele, I used a caliper to take the essential measurements. Perhaps, unorthodox methods being employed, however the project is in itself unique and arguably requires a different approach!

In terms of the 'cubes' mentioned earlier, once again MYFORDBOY has kindly helped in producing items for the prototype. Design of the gas arm had determined that the ends that locate in the cubes being of square section, hence the cubes require a corresponding square hole. MYFORDBOY took the challenge up and by innovative thought, came up with a process of creating a small casting with the necessary square section formed. For those interested, the video may be seen on Youtube via the following link <https://www.youtube.com/watch?v=i1bc8IU42zU&list=UUNC9ggYrzLfYMQmp31DnjA&index=3> Again, we see the use of modern methods with traditional methods is helping with the quest to produce the gasolier.



Inspiration from an ornate chair handle in a pub! Honest!

Every little helps . . .

This brings me one final point and it is a matter of a little request. A great deal of hours have been expended in the project as well as support provided free of charge, however the production of the burner cages and spandrels will require engagement of skilled resources that equate to the need to fund. If you have found this narrative to be of interest or even enlightening, perhaps you could consider providing a little support by way of making a donation to assist procuring these particular items. Any help would be greatly appreciated – we are endeavouring to 'get it right'!

Splendour on the Moors

The 2022 members' special which ran on October 22 was hauled by The Sir Nigel Gresley Locomotive Trust's visiting A4 No. 4498, paying its first trip back to the NYMR after overhaul at the National Railway Museum and, latterly at Loco Services' Crewe depot.

The six-coach LNER set looked pristine and had been specially cleaned by LNERCA volunteers - it included visiting Brake Third Corridor 3669 from Kirkby Stephen. The set leaves the carriage stable, the first time the A4 had been inside. *Photo: Owen Hayward.*



Membership Matters

On behalf of the committee, may I again offer my grateful thanks to all of you who have made financial contributions since the last Newsletter. What a difference this makes to our progress. Thanks go to - M Allatt, London; A Anderson, Peterborough; A Barton, Burton on Trent A Beckett, Bristol; D Bent, Nottingham; M Brown, Gateshead; R Burns, Falkirk; J W Bursell, Ripon; J Carr, Bromley; G Cassidy, Stockport; M Chapple, Darlington; R Cockton, London; L Copley, Robin Hoods Bay; S Cox, Rawdon; K Foster, Scarborough; C Hall, Royston; R Hill, Oakham; G Hodgson, Royston; M Holland, Boston; J Hunt, Woodbridge; S Jenkinson, Wichenford; P Lund, Chester; A Marsden, Darlington; J Maxim, Ipswich; A Middleditch, Hitchin; G Nodes, Sutton on the Forest; M Papworth, Bradford; R Skelton, Canada; A Snowden, Redhill; N Stringer, Knaresborough; D Sunderland, Newcastle; E Taylor, Hunstanton; R Thompson, Chesterfield; Dr Thompson, Hull; M Warr, New Milton; R Whitwam, Farnley; D Wood Guisborough; D Young, Staines; WJ&S Berridge, Grantham; CJ Johnson, London; M Braithwaite, Leeds; JM&J Kay, Pickering; CG Grove, Yelverton; RDE Brown, London; IJ&C Hollis, Scarborough; K Richardson, York; PM Benham, York; B Ford, York; SJ Hoather, York; JD Hubbard, Grimsby; JT Taylor, Sutton-In-Ashfield; J Hunt, Woodbridge; B Curtis, Bishops Stortford; KS Gardner, Romford; JCH Nettleton, Stockton-On-Tees; J Wood, Oldham; MH Torrance, Downham Market; MDH Pepper, Bournemouth; JD Broadley, Leeds; MC Gwilliam, Malton; C Nesbitt, Derby; L&JM Richardson, Pickering and R Towers, Harrogate.



Peter Wilson, Membership Secretary.

Who's Who?

Charitable Incorporated Organisation No. 1183387. VAT No. 329 9636 54

Chairman & Editor	Nick Stringer, Staveley Mill Farm, Staveley, Knaresborough, HG5 9LE Email: nickstringer701@btinternet.com Tel 01423 340331
Vice Chairman & Newsletter Compiler Secretary	Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY Email: murraythemint@ntlworld.com Tel 01733 578000 Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB Email: dcull641@gmail.com Tel 01439 771758
Membership Secretary	Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG Email: pnw6@sky.com Tel 01423 862553
Treasurer	Adrian Laming, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE Email: treasurer.lnerca@gmail.com Tel 07855 513526
Stores Manager	Paul Johnson
Trustees	Gordon Wells, Neil Cawthorne, Russ Whitwam.

Committee Members

Restoration Advisor	Andrew Daniel Email: andrew.c.daniel@googlemail.com Tel 07778 316900
Volunteer Liaison Officer	Marcus Woodcock, 14 School Lane, Bempton, Bridlington, YO15 1JA Email: marcuswoodcock3669@gmail.com Tel 01262 851268
Archivist	Dave Jobling, Email: humourist@iname.com
Sales Officer	John Carr, Email: john@carruk.net Tel 07941 039222
Gift Aid Claims	Simon Cox John Hasler, Jim Brettell

Secretarial Synopsis



Objects of the Association

Following the approval of amended objects of association at the Annual General Meeting on Saturday September 3rd, the amended objects were submitted to the Charity Commission.

The Charity Commission have recommended a slight alteration in the wording, but it does not change the overall definition and framework of the objects as approved by the members at the AGM.

The Charity Commission wording is as follows:

TO ADVANCE THE EDUCATION OF THE PUBLIC IN THE ART AND TECHNIQUES OF RAILWAY COACH BUILDING INCLUDING, BUT NOT LIMITED TO, THOSE ON THE NORTH YORKSHIRE MOORS RAILWAY, BY:

I) OBTAINING, RESTORING AND OPERATING A COLLECTION OF LONDON & NORTH EASTERN RAILWAY (LNER) PASSENGER AND NON-PASSENGER CARRYING COACHING STOCK AND/OR THOSE OF CONSTITUENT COMPANIES OF THE LNER.

II) ACTING AS A RESOURCE FOR RAILWAY PRESERVATION ORGANISATIONS TO FACILITATE GREATER PUBLIC ACCESS TO, AND INCREASED PUBLIC PARTICIPATION IN, THE EDUCATION OF, THE AFOREMENTIONED RAILWAY VEHICLES, INCLUDING THE RECREATION OF AUTHENTIC EXPERIENCES OF THE GOLDEN AGE OF RAIL TRAVEL FOR THE PUBLIC TO ENJOY.

III) THE PRESERVATION AND PROTECTION OF THE COLLECTION FOR THE BENEFIT OF FUTURE GENERATIONS

We were asked to approve this re-wording at a motion of the Trustees. This took place on Sat December 10th.

The new Objects are now embedded into the Constitution which will be available to download from the web site in the Membership area.

Dave Cullingworth, Secretary

NEXT ISSUE

We hope you will be with us to enjoy the next Newsletter, No. 133, due out in March 2023, when the following articles are scheduled to be included:

- The life and times of another of our unique carriages - the Thompson Third Corridor No. 1623.
- We begin our look around the country at surviving LNER carriages.
- The transformation of our unique Thompson Composite Lavatory (CL) 88339 continues as the new metal cladding is ordered.

A Day to Remember

There was a cherry on the cake for the LNERCA members' special on October 22 - a LNER-numbered A4.



Above: After a lengthy stop at Goathland awaiting the road, the special gets underway on the return journey. *Photo: Gary Lyne.*

Below: A prolonged stop was opportune to rise to the occasion! The delightful picturesque location is savoured. *Photo: Owen Hayward.*



Above: *Sir Nigel* slowly exits the carriage stable with the empty stock for the members' special on October 22. *Photo: Murray Brown.*



Below: The sun shone and all was well! The A4 heads towards Pickering to form the 13.00 special to Grosmont. *Photo: Owen Hayward.*





Restoration progress

By Marcus Woodcock.

ECJS Third Open 189

The maple panels, mirrors and new teak window and mirror trims are now fitted in the small saloon, the next task is to bring the paint finish on the clerestory sides and ceilings up to the finished top coat stage ready for the gilding to be applied. Fitting the opening latches to the clerestory fan lights has been ongoing for months now, I am pleased to announce the final latch was fitted before Christmas to the great relief of Brian Ford who has fitted the majority of these in between other jobs and is looking forward to doing something different! The third gaslight is installed in the north vestibule and refitting the teak panelling in the vestibules has now started.

In the south vestibule the fabricated supports that replace the original GN type gangway piston spring housings (no longer needed because we have fitted BR type flexiters to support the top of the faceplates) are fitted in the ceiling and teak covers are under construction to make them look original.

The south end gangway extension is essentially complete, ready for the completed faceplate assembly to be fitted, the north end steel sheets are underway as is the faceplate assy. Fabricated brackets to

The flagship project continues apace! Most noticeable in this view of ECJS 189 is the clerestory roof having had its fleece and four coats of Durashield applied. Photo: Owen Hayward.



945's roof was being prepared for its new covering (polyester fleece material) when pictured in October. Left: This was the scene near Christmas when two strips of fleece had been applied with coats of Durashield sealant. Photos: Owen Hayward and Marcus Woodcock.

support the Direct Admission valves on the underframe have been delivered and are ready for fitting.

Sundry jobs are ongoing to ready the main saloon droplights (actually uprights!) for final fitting, along with the fanlights above them. Most of the work will be to repair and varnish the mouldings which secure the windows. Chris Johnson has completed the signwriting and the coach will receive a further eight coats of varnish in spring.

In summer the top clerestory roof fleece was fitted and four coats of Durashield applied, it is hoped to fit the two side fleeces soon.

NER Third Open 945

An initial survey of the coach revealed no major problems, though there is much work to do on the underframe - derusting, fitting steam heat and overhaul of brake gear, plus a complete rewire and fitting of dynamo and lighting control box, etc.

The roof is generally in good order. A few small timber repairs have been made and the rusty screw heads treated with a two pack primer. The larger gaps between the roof boards are filled with mastic and the whole roof has had bonding primer applied, the first two of three

1.5 metre wide lengths of polyester fleece is now fitted and the third to go down the middle of the carriage will be fitted when suitably trained victims are available to work on the roof with safety harnesses.

When built in 1924 we now know that 945 was fitted with teak panels to match the LNER stock and not mahogany panels as used by the NER. Due to the lack of availability of suitably sized teak, replacement steel panels have been fitted. The panel joints are covered by wide timber mouldings to give the coach its traditional NER look. Unfortunately, the mastic used to seal these mouldings has failed, allowing water ingress behind them which has caused corrosion to the steel panels.

The mouldings have been carefully removed and repaired, the corroded steel beneath has been ground off and treated with rust inhibitor before a coat of two pack primer and the moulds bedded on with a good quality sealer. The large 20' long central panel on the west side had unfortunately corroded through and it was decided that rather than to try to repair the holes it was better to replace the panel with three modern Tricoya sheets (a waterproof composite material) which when bonded together would replicate the original timber panels better.

The east side of the coach is now complete and rubbed down ready for paint and the west side is having the Tricoya panels fitted and is ready for re-beading.

945 is to be finished in NER crimson lake lined livery as requested by the NER Coach Group. It will be turned out in plain crimson but will be lined in gold before it returns to passenger service.

LNER Restaurant Buffet 641

Prior to the very successful NYMR gala and LNERCA members' train a new fridge was fitted in the kitchen, powered from an inverter with all the new wiring required. This revealed that further work will be needed to replace life expired cables on the underframe. Sundry jobs were also done to rectify faults left over from its major overhaul.

LNER Corridor Third 23896

Andrew Daniel has resumed work on this TK following his activity with GNR saloon 3087 at Barrow Hill. A second section of corridor

On the compartment side of TK 23896, new wood in the cant rail can be viewed, as can new wood in the bottom rail above the grey solebar.



On the corridor side of 23896, refurbished teak panels have been refitted. Note the vertical batons - a means of holding the teak panels onto the framing whilst the glue cures on the glue blocks, the small blocks which mate with the panel and the framing.



framing has been repaired, and knee irons (right-angled brackets) refitted, with stainless steel fixings. Door pillars have also received attention. Replacement wood has been inserted in the bottom rail, waist rail and cant rail. On the compartment side, panels have been removed for frame repairs. Three windows and their beading have been removed to gain access to the frame. Knee irons have been refitted and some teak panels re-applied.

LNER Thompson Composite Lavatory 88339

All the extensive frame repairs are now complete. The body has now been jacked off the underframe to allow the the top of the solebar to be derusted and treated with anti-corrosive primer and paint.

An important part of carriage restoration is to jack the body off the underframe to allow derusting and painting to take place. Ian Carney is next to the Thompson CL 88339 - the raised coach body can easily be seen. Photos: All by Andrew Daniel.



All Publicity is Good Publicity

Keeping the LNERCA in the public eye by John Carr.



2022 *The times they are changing . . . fast!*

In our fifth decade LNERCA's reputation is unrivalled for excellence of restoration, for breadth of collection and for operation and maintenance of coaches, mainly on the NYMR but now also two other railways.

What's not to like? All's good, but the future looms.

Our great, but small, volunteer pool, many with skills now rare as the UK has morphed from a manufacturing, repairing society to an, increasingly digital, throwaway, service economy, achieves so much. Those skills must live on. We need a recruitment drive.

Finance looks good. Our projects are aided by grants, generous donations and legacies, hire fees from railways using our coaches and, to a small extent, by membership and sales income. With rapidly rising prices and energy costs changing the whole balance of living costs, less spare cash to support heritage is likely as is increasing competition for funds amongst deserving charities. So we also need business skills - secretarial, financial, planning, managing grants and gift aid.

Prudently, we must earn more. That means increasing revenue from our coaches, limited by the work available for them. Having more coaches available for traffic, perhaps on more railways, is only likely with more volunteers with engineering, restoration and operational skills.

How we can earn more from the coaches in traffic Earning more is the current focus of Promotion (Communications and Public Relations) and Marketing (Increasing LNERCA Brand Value, Sales of LNERCA goods to passengers, visitors or on-line). LNERCA also sell materials (from stock or ordered to LNERCA specification) to other groups earning significant income.

What do Promotion and Marketing need?

1st: MORE VOLUNTEERS. Ideally we would like an LNERCA host on every train worked with our coaches. Volunteer hosts would explain that it is LNERCA that has provided the coaches, not the host railways. Explanatory leaflets, as produced for the NYMR teak train at the end of the 2022 season, would help with answering queries. In parallel, use of our buffets and other coaches with a catering capability is planned and LNERCA catering assistant volunteers will be needed. We can then sell souvenirs on train too.

Volunteer writers can assist by producing articles that can be placed in a whole variety of publications from the railway press to regional and local newspapers and free sheets. We are active on Social Media but need social media content writers to work in a team that we are building.

2nd: INVESTMENT in items appealing to a heritage market estimated as at most 15% - 20% of traditional railway enthusiasts, many accompanied by families. We need not only items appealing to railway enthusiasts but attractive goods with practical uses. Mugs sell well. Can you please e-mail john@carruk.net with your ideas. Some we've discussed are Tea Towels, Oven Gloves, Larger LNERCA badges, but we need to research what the market wants. Please can you help?

Not too late for your LNERCA 2023 Calendar!

This acclaimed 2023 calendar is a superb way to support the LNERCA. There's some glorious images of LNER carriages, notwithstanding some LNER locomotives to go with them! Plus, this year, we have embraced other heritage railways to show some of the LNER rolling stock around the country. This includes Stainmore Railway, North Norfolk Railway and Severn Valley Railway. Do contact John Carr -see below.



Copies cost £10 plus £2.50 p&p, total £12.50.

Please contact John Carr, tel. 07941 039222 Email: john@carruk.net.

Payment by credit card or BACS transfer.

Details will be taken when order is confirmed.

LNERCA Fleet Status (updated December 21, 2022)

Coach No. Location Current status

Gresley BTO 43567	NYMR	Available for traffic.
Gresley TTO 56856	NYMR	Available for traffic.
Thompson TK E1623E	NYMR	Available for traffic.
Gresley RB 641	NYMR	Available for traffic.
Gresley TTO 23956	NYMR	Available for traffic.

Vehicles for possible use in Service Set

Gresley TK 23896	K. Misperton	Being restored by Andrew Daniel working full time.
Thompson CL 88339	K. Misperton	Frame and door repairs in progress.
Gresley TTO 24109	NYMR	Stored at Levisham - partially restored.
Thompson CK E18477E	NYMR	Stored at Levisham - partially restored.
Gresley BTK 3669	K. Stephen	Available for traffic.
Gresley TTO 43632	Wirksworth	Being restored for disabled users, due to be returned to the NYMR for completing.

Special Use LNERCA Vehicles

ECJS RTO 189	Atkins shed	Being restored in Atkins shed, Pickering.
NER TO 945	Atkins shed	Being restored in Atkins shed, Pickering. Soon to be fitted with new bogies

Vehicles for storing materials

Thompson BG E110E	Levisham	Stored under canvas.
Gresley RF 42969	Pickering Yard	In Beck Siding used as upholstery store.
Fish Van E75169E	Pickering Yard	Waiting roof sheet and door fitting.
CCT E1308E	Pickering Yard	In Beck Siding used as stores vehicle.

Other carriages

ECJS TK 377	Embsay	Stored under cover.
Thompson Buffet E1706E	Barrow Hill	At Rampart Engineering, Barrow Hill, for cladding repairs.
Gresley TK 3857	K. Stephen	Stored under canvas.
Gresley SLT 1299	Grosmont	Stored under canvas.
Gresley BCK 10178	Grosmont	Stored under canvas.
Gresley TK 3291	Grosmont	Stored under canvas.
NER RFO 2118	K. Misperton	Stored in shed awaiting resoration plan.
NER LC 1111	K. Stephen	Stored. Stainmore Railway Company undertaking renovation.
GN Saloon 3087	NYMR	Awaiting entry to Atkins shed for varnishing and lining and internal completion.
Gresley TTO 43654	Wirksworth	Plans under review for its renovation.
Gresley TK 23890	Wirksworth	Plans under review for its renovation.