



**Founded 1979**

# **Newsletter No. 133      Spring 2023**

## **IN THIS ISSUE:**

- **Thompson Lounge Buffet E 1706 ready for service**
- **John Boddy - Remembering the restoration legend**
- **NER 945Y - saved from going for scrap at Wigan**



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## View from the Chairman

Welcome to the Association's first Newsletter of 2023. There's plenty of good news to report, but alas some setbacks as well, inevitable in the unpredictable world of carriage restoration.

Firstly, I am pleased to confirm that our special members train is indeed scheduled to run on Saturday October 7th 2023, and, like last year, A4 Pacific *Sir Nigel Gresley* is booked to haul it. Make a note in your diary now for what should be a very special event. Booking arrangements will be announced nearer the time.



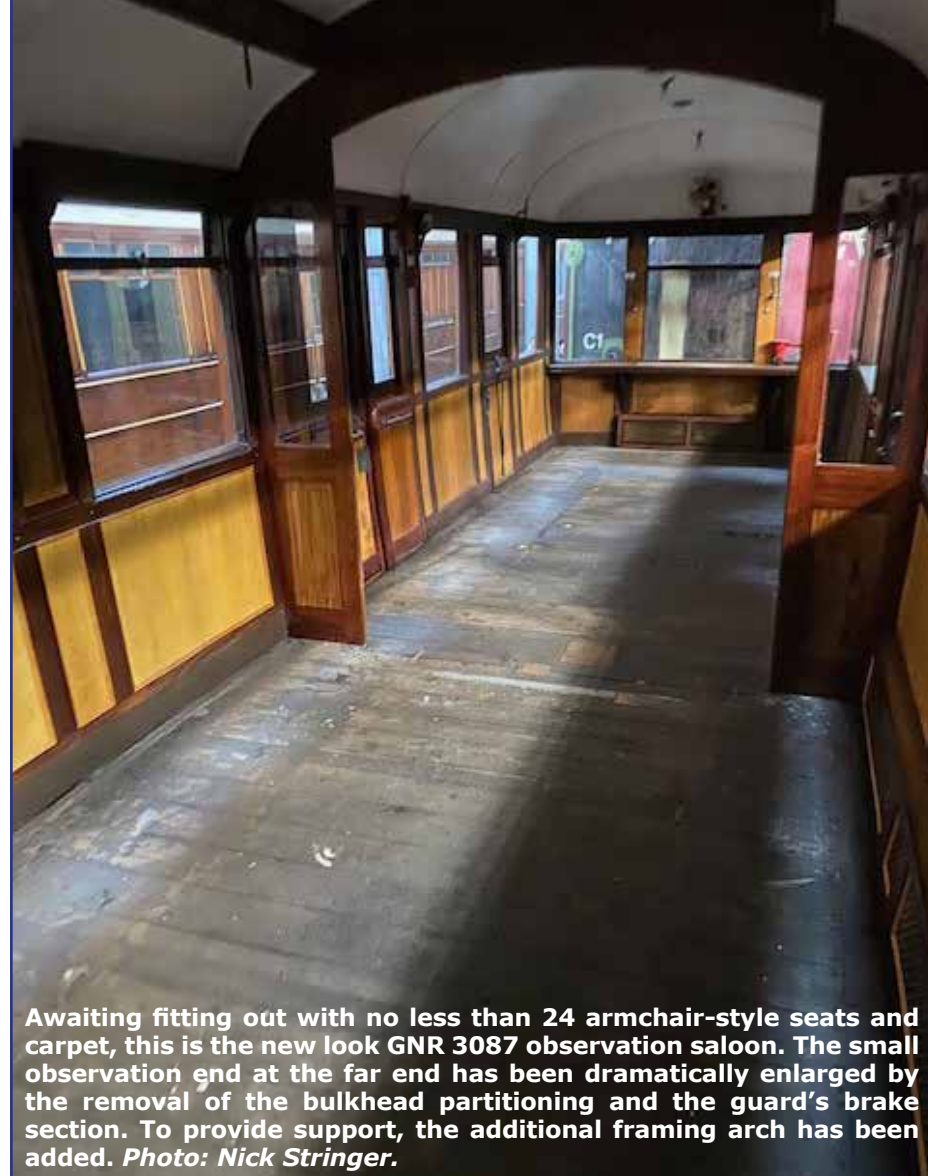
On the carriages front, the Great Northern Observation saloon, GN 3087, previously known as the Invalid Saloon, has spent the winter under cover in the NYMR's new carriage stable. All it awaits is some attention to its internal panelling, new chairs and carpets, and external varnishing and lining out in Great Northern colours. It will look absolutely superb when it's finished, but at the moment we are lacking both space for it in the Atkins shed and volunteers to complete the work.

In the Atkins shed ECJS 189 continues to make steady progress, but still seems some two years away from completion. Our other space in the shed has been occupied by the NER 945 dining saloon which has been painted in NER crimson and is looking rather smart. In addition, the roof has been recanvassed and painted white, so it should be watertight. The coach itself will soon be moving into Pickering yard, and when a suitable moment arrives it will be moved into NYMR Carriage and Wagon for the fitting of its new bogies, which were completed last year.

Its place in the Atkins shed will be taken by Gresley TTO 56856, a key coach in the running teak set, which the Association's Committee had thought could be kept going for another 12 months. On further examination, some of its teak panels were found to be falling off, so the decision was made to withdraw it for a full overhaul.

This means that we have one less coach available for the running set. We have tried unsuccessfully to hire another LNER coach from another heritage railway, and although the set will be joined by the NYMR's TTO 43632, the NYMR have decided that it must comprise six coaches, because of the anticipated demand for travel at its time slot. That

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**FRONT COVER by Rodney Towers. What a treat for LNERCA members - a trip behind the ultimate LNER locomotive, an A4 - and it's going to happen again this coming October 7! Wending its way past Northdale, No. 4498 has in tow visiting BFK 3669, Thompson TK 1623, RB 641, TTO 23956, TTO 56856 and BTO 43567. The A4 is now in blue livery.**



**Awaiting fitting out with no less than 24 armchair-style seats and carpet, this is the new look GNR 3087 observation saloon. The small observation end at the far end has been dramatically enlarged by the removal of the bulkhead partitioning and the guard's brake section. To provide support, the additional framing arch has been added. Photo: Nick Stringer.**

means that a BR Mk.1 will have to be included in the set. Perhaps by later in the summer we'll have either or both GN 3087 and CL 88339 available, and we can then revert to an all teak look-alike set.

The other setback to report is the NYMR's decision to close its bogie overhaul facility next to us at Unit 9 in Kirby Misperton. Under Kelvin Whitwell's leadership the Unit had completed a number of engineering jobs for us, including the overhaul of the Gresley bogies now waiting to go under 945. We will now have to find another facility to do this work. Any member's suggestions as to possibilities are welcome. The immediate challenge is to find a company to re-assemble

the Fox bogies, due to go under ECJS 189, and which are currently a kit of parts.

### **More carriages in the news**

Next door at Kirby Misperton, in our facility at Unit 10, the unique Thompson CL 88339 carriage has continued to make good progress under the stewardship of Jim Chittock, including the replacement of its rack plates, which is a significant task. However, it has been decided to accelerate its progress by sending it to Ramparts at the beginning of May, when space becomes available there, so it can be fitted with new exterior steel cladding. Whilst there Ramparts will also overhaul its underframe, bogies and roof. It will then return to Kirby Misperton for interior fitting out and exterior painting in BR maroon, so it seems likely that we will get it finished this year. (No, only kidding, it will be finished in scumbled teal!).

Also at Unit 10 is Gresley compartment coach 23896 which is progressing well under Andrew Daniel's leadership. This coach is being restored to a very high standard and will be a major attraction in our fleet when it is finished. The other coach at Unit 10 is NER 2118 which we have not been able to touch since its arrival, but for which we are now starting to make plans.

One further development at Kirby Misperton is that we have taken a lease on a flat piece of gravelled land near Unit 10 which can be used for storing up to six coaches. The NYMR have kindly agreed to help with some track and sleepers, which will be laid shortly. Once that work's done, the plan is to move Jim Kay's Gresley coaches TTO 43654 and TK 23890 up from Wirksworth, which will allow some work to start on them, albeit out in the open, and as funds permit.

Elsewhere, the NYMR's carriage for disabled passengers, 43632, has had a successful trial run on the Ecclesbourne Valley Railway at Wirksworth, but there are still many small jobs to finish off, although it is due to return to the NYMR for final varnishing at the end of March.

Meanwhile the Thompson Buffet Car at Ramparts, for overhaul and painting of its exterior cladding, is on schedule for completion by the end of April. It will return to Emsay, and may visit the NYMR for the September steam gala, where it could run behind SNG, thereby re-creating something of the famous 'Elizabethan' express.

Finally, the big challenge for 2023 will be the recruitment of new volunteers to help in either of our facilities at Kirby Misperton or Pickering. Numbers have been down during the winter months when it has been cold and there are no trains running, and we're very grateful for those who have managed to get in, but we really do need to increase our volunteer numbers to help with the workload. A priority for 2023 is the recruitment of new members, and new volunteers. Thank you as always for your support and I hope to see as many of you as possible during the year.

**Nick Stringer, March 2023**

# **Secretarial Synopsis**

*By David Cullingworth.*



### **Annual General Meeting 2023**

This will be held on Saturday 2nd September at 11:00am in the Classroom at Pickering station, platform 2. Papers will be sent out early August.

### **Trustee Positions**

I am pleased to announce that we have two excellent candidates to fill the current Trustees vacancies. We still have a third vacancy and would be happy to hear from any of our members who feels they can contribute in that role. Please contact the Secretary if you are interested.

### **Other Vacancies**

- Social Media and Website Admin

We are looking for someone to take on day to day running of the LNERCA Facebook, Instagram and Twitter accounts. We seek someone with experience in this field to drive up followers, create regular engaging content, respond to messages, look at marketing campaigns and ways of accruing income and increasing membership.

- Helpers to man the Buffet Car

Following on from the appeal in the last newsletter, please contact Murray Brown if interested.

### **Lease of land near Unit 10**

Following on from the Nick's report, a significant development is the lease of some land for use as storage very close to Unit 10. This area is in a secure compound within another secure enclosure and monitored by 24 hour CCTV. The landlord lives in a house nearby and it is about two minutes' walk from Unit 10.

As Nick has detailed, the primary purpose is for Jim Kay to bring his two carriages back up to near where he lives so he can work on them. Jim will also be contributing to the cost of the lease.

The land is also key as it allows us to consolidate all our spares to a single location, including bogies, wheelsets and gangways from outside Unit 10 and Priors Lane (on the YDR). The spares on the YDR will be moved this year. I'd like to record our thanks to YDR Chairman Rob Shaw for facilitating storage in the YDR at short notice when we had to exit from Spennymoor.

Another bonus is that clearance outside Unit 10 has enabled us to purchase two 20-foot containers to be used for storage. This will

allow us to move much of the stored items out of the workshop area and make Unit 10 much more useable as it has become somewhat cluttered.

### **NER Open Third 945(Y)**

We are pleased to announce that the North Eastern Railway Coach Group (NERCG) have now formally handed the carriage over to the LNERCA. Two of the NERCG founding members and regulars on the restoration team, Ray Sowerby and Peter Brumby, signed the agreement in December. We hope to have a ceremony once 945 has been made externally watertight and painted into NER crimson lake.

We thank Peter and Ray for donating all their NER spares and a vast array of transfers that they had made. These will hopefully help other NER carriage owners and help bring in some income.

Whilst on the subject of liveries, we now know that 945Y was outshopped by the LNER in 1924 in full varnished teak livery and 'LNERified' by the addition of Pullman gangways and Gresley bogies. The 'Y' suffix on the number signifying that it was built at York and 'North Eastern' region of the LNER. The Y would have been dropped fairly quickly and a '2' prefix added and 945 became 2945.

The NERCG never had enough funds to purchase teak for it (indeed the lower panels are extremely wide and long), and so panelled the carriage in steel and planned to paint into the NER livery as it would have carried if completed 12 months earlier and number simply '945'. This is the finish that the LNERCA will adopt simply based on expediency and cost.



**In Unit 10 at Kirby Misperton, Andrew Daniel is cracking on with the renovation of Gresley TK 23896. A large amount of frame repairs have been undertaken and this entails splicing in new hardwood - see page 18. Teak panels are being refitted as shown here. This involves using vertical batons which are screwed to the frame inbetween the top and bottom panels, thus exerting pressure whilst the glue on the glue blocks behind the panels set hard. The glue blocks 'join' the panels to the frame. Photo: Rodney Towers.**

## **Ready to serve again**

Thompson Lounge Buffet 1706 is nearly ready at Rampart Engineering, Barrow Hill, where a huge amount of work has gone into making this unique celebrity carriage fit for traffic for many more years.

### **Work undertaken during January**

#### **Roof**

Rainstrips, side and end cornice rails removed. Roof covering checked for condition and security, loose paint and debris removed, cleaned, and prepared for painting.

#### **Body ends**

Both body ends stripped, gangways, pass com apparatus, tank filler pipes and end sheeting removed. Body end framing checked for condition, damaged and decayed areas of timber removed and new sections of hardwood fitted. New steel sheets cut to profile and prepared for fitting to ends.

Gangway faceplates stripped and cleaned, top plunger stems and housings removed for repair attention. Top plunger springs removed and sent to contractors for overhaul. New steel retaining strips fabricated for securing bellows. Bent faceplate at No 1 end heated and straightened to correct profile.

#### **Body sides**

Lower skirts removed from both sides, exposed framing checked for security and condition, modified to correct height and prepared for fitting new skirts. Side sheeting removed from around two windows on No2 side to expose decayed body framing.

#### **Doors**

Four doors removed and overhauled. Areas of damaged timber frames repaired with new sections of hardwood and restored to correct profiles. Doors re-hung and regulated, packing fitted to lock pillars to achieve correct alignment

### **Work undertaken during February**

New machined hardwood rainstrips and cantrail cornice fitted and sealed to roof. New end radius hardwood cornice machined and fitted. Two coats of Durashield paint applied to roof.

#### **Body ends**

New steel sheets fitted to ends, primer paint applied. Gangway faceplates top plunger stems excessively worn, built up with pad welding and dressed to correct profile. Stem housings and guide brackets repaired to remove wear. Top plunger springs returned from repairs at contractors, refitted into body ends. Gangway at No1 end re-assembled and fitted to body end.

### **Body sides**

Body framing repaired along both sides, decayed and damaged timber along build rails, waist rails and areas of pillars removed and new hardwood sections fitted. New bottom sections of body side sheeting and new profiled skirts fitted along both sides. Process of welding panel joints commenced to maintain correct profile.

Areas of corroded sheet removed around doorway steps, timber framework repaired and new sheets fitted. Body sheeting removed for access to repairs refitted and prepared for welding joints.

### **Painting**

Areas of blistered and failed paint and body filler removed, rust converter applied to exposed sheeting. Woodscrews checked for condition and security, replaced as required.

**A view taken at Barrow Hill on March 24 shortly before the first coats of paint were applied. 1706 is due to return to Emsay in early May.**

**Photo: Nick Stringer.**



**1706 will soon be back on home soil at Emsay, pictured here being shunted on August 13, 2021. Photo: Rodney Towers.**

### **Work carried out during March 2023**

#### **Body ends**

Gangway at No2 end re-assembled and fitted to body end. Shims and packing washers fitted to top plunger stems and into faceplate ball socket brackets. New PVC hoods fitted to both gangways.

Passenger alarm apparatus and valve refitted to No 1 end, operating rods adjusted for correct operation. New cover supplied and fitted over operating cam lever. Alarm chain guide tubing re-routed and replaced to achieve correct operation. Chain removed and checked for condition, inferior joints and sections of cable removed and replaced with compatible chain. Corridor ceiling and wall panels removed for access, replacement chain pull socket fitted in corridor.

#### **Body sides**

New bottom sections of body side sheeting and new profiled skirts along both sides.

Joint areas adjusted and fettled, joints welded to maintain correct profile. New steel panels fitted to four bodyside doors, locks overhauled, operation of doors adjusted with striking plates.

#### **Windows**

Sliding ventilator units checked for condition and operation, frames and runners cleaned and adjusted. Cracked glass at three positions removed, frames dismantled, new glass supplied and fitted into new mastic.

#### **Painting**

Metal resin filler applied to areas of exposed sheeting. Pegatanke filler applied to all screw heads and areas of welded panel joints. Body filler applied and sanded to restore body profile. Green primer applied to all repaired areas.

## A Man of Many Parts

*Murray Brown and Alan Halman recall a stalwart and legend of the NYMR carriage scene.*

The death of John Boddy carriage restorer extraordinaire on March 15 was the end of an era for a gentleman who has been part and parcel of the NYMR scene since the inception of the railway. He passed away in Doncaster Royal Hospital aged 78. He was not married and is survived by his brother Chris at Sheffield. John was the leading light of the Hull & Barnsley Railway Stock Fund - indeed, he was the glue which held the Fund together. John hailed from Barlby, Doncaster, and made the NYMR his second home for decades. Together with his small band of H&BR devotees, they toiled away on the two H&BR carriages which became such a familiar sight at Goathland, Nos. 58 (original no. 5) and 40 (original No. 2). In those early days of the NYMR, he also helped with dry stone walling.

Professionally, John worked for the electrical company Thomson Parkinson at Doncaster, undertaking overhauls of machines but when the firm was taken over by Tycho, he left, only to be requested to return in view of his knowledge. Subsequent retirement allowed him more time to pursue his many activities. Also in the early years of the NYMR, John worked on Pullman Car No. 79 when it was at Rawmarsh having been donated by the Slag Reduction Company (where it had been used as a board room) to the South Yorkshire Area Group and prior to it coming to the NYMR.

### Supporter of public transport

John was renowned for his like of, and use of, public transport. He did in earlier decades own a Standard 10 and also a Rover, once owned by the playwright and novelist,

**The best remembered pose - John Boddy in woollen hat, getting stuck in with the hard work - here inserting stainless steel screws into 1623. Photo: Murray Brown.**



**A rare view of the late carriage restorer without his trademark hat. John Boddy put many hundreds of hours of work into the bodywork of Thompson TK 1623. The veteran volunteer rollers the undercoat. Photo: Murray Brown.**



J. B. Priestley.

Besides his many railway interests, this veteran restorer also gave his time to the Sandtoft Trolley Museum at Sandtoft to the north east of Doncaster.

He was also into walking, and often at the end of play at Goathland set off to enjoy the countryside. This particular pastime also saw him walk the entire length of the Leeds-Liverpool canal - done in stages, returning home after each section - by public transport, of course.

In later years, John latched onto the LNERCA as he took a liking to the unique Thompson Corridor Third 1623. He revelled in getting stuck in, particularly with the less glamorous jobs such as derusting, preparation and painting of anti-corrosive paint. Probably, best remembered for being a hoarder - John was a past master of the phrase, 'this will come in handy' and took every opportunity to retrieve discarded pieces of wood which went off with him in his loaded rucksack to Goathland.

In 2016, he was taken ill at Goathland and spent several weeks in Scarborough hospital. This was the start of him withdrawing from railway activity and it is said his friends at the H&BRSF took many weeks in sorting out and clearing out his vast amount of 'recovered material'.

In some ways, he was a bit of a loner and preferred to bed down inside the H&BR van at Goathland where he had his sleeping bag and stove. This began to give concern to his colleagues in latter years as there was no-one to keep and eye on him.

John had a superb dry sense of humour and we will remember him for perhaps his most quoted saying, "they're a bunch of cowboys".

We like to think that when H&BR Lavatory Brake Third No. 58 is ready to roll, a glass will be raised in honour, thanks, and memory of this fascinating character who did so much for railway - and trolley bus - preservation.

## A Tale Worth Telling

**Peter Brumby** was one of the founder members of the North Eastern Railway Coach Group. Over 50 years later, he relates how the NERCG came to own the magnificent gem which is NER 945Y.

NERCG was initially formed in May 1971 to buy and restore the NER autococh No. 3453. It originated within the Humberside Area Group (HAG) of the NYMR. We recognised that fundraising for No. 3453 and subsequent restoration activity would not be directly supporting the NYMR and would therefore best be undertaken by a separate group. Purchase was completed in August and the carriage was moved from Leeds to a private siding in Hull.



### For sale - a NER antiquity

In early 1973, we were told of another departmental vehicle in Leeds, DE 320716, which was built in 1924 at York as an Open Third to NER diagram 155 and numbered 945Y. It was one of two built by the LNER with post-grouping modifications, including Pullman gangways, buckeye couplers and vacuum brakes. The carriage did not have the body end widows which were a feature of the earlier NER-built examples.

At the time, we were receiving regular tender forms from BR, and we expected that we would eventually receive forms for 945. In the event, we learned in June that the carriage had already been up for tender and had been sold to a breaker, Central Wagon in Wigan. The carriage was still in Leeds, and after much negotiation with Central Wagon, BR and the NYMR, we bought it for £500. It

travelled from Hunslet, Leeds to Goathland in August, where it became a much needed volunteer mess and rest room for a number of years. Our restoration activities at that time were confined to sealing and waterproofing the roof and applying an exterior coat of paint to the body, as our main focus then was on restoring No. 3453 in Hull.

The membership of NERCG was just over 50 at one time, and perhaps half a dozen have been involved in restoration activities over the years. Ownership of No. 3453 was subsequently transferred

**DE 320716 waits for its fate at Hunslet, Leeds in 1973. Its use was as a Mobile Work Study Coach, a frequent practice found in the 1970s/80s where teams looked into trying to improve efficiencies in work practices. Fortunately, this carriage was not sent to Wigan for scrapping, but to Grosmont via the weekly pick-up freight from Tees Yard for a future life in preservation. Photo: Peter Brumby.**



**Carriage 945Y, its original NER number, has resided at Levisham for over 40 years - unusually seen uncovered and coupled to the other NERCG asset - the Auto Coach 3453. Photo: The late Adrian Scales.**

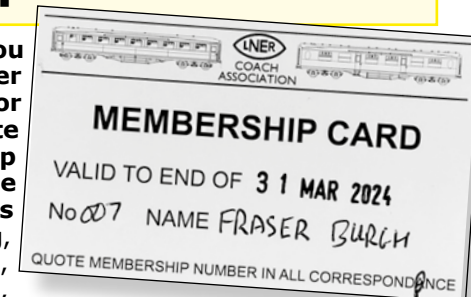
to the Electric Autocar group at Embsay, where restoration was completed, and it now runs with the autocar No. 3170. Similarly, No. 945 is now an LNERCA vehicle.

NERCG is now essentially defunct, headed by just two rather elderly gents!

*Footnote: Modestly, Peter excludes telling that he is one of the two elderly gentlemen mentioned, the other being the outstanding carriage restorer stalwart Ray Sowerby. What these two restorers and just a handful of colleagues have managed to do in the ensuing forty plus years, mostly at Levisham is nothing short of extraordinary, particularly inside this wonderful survivor, now approaching its centenary. With the LNERCA having taken 945Y under its wing, so much work has been undertaken in the last year, notably on the roof and gangway ends, notwithstanding overhauling the Gresley bogies destined to be rolled under the carriage in due course. The LNERCA committee are so looking forward to welcoming the two elderly gentlemen aboard - not in boiler suits! - when the carriage makes its debut.*

## Membership Matters

**T**hank you so much all of you who have made donations, either through the membership account or as separate donations. Please note that replacement Life Membership cards will be included with the newsletter for those life members receiving a posted copy: DA Jobling, York; WJ&S Berridge, Grantham; P Cox, Pontefract; ECR Sykes, Whitby; C Moran, Hesse; JC Gurnett, Dunstable; M Proctor, Newcastle Upon Tyne; DJO Caffall, Huntingdon; JA Hawksworth, Hebburn; T&W Taylor, York; J Preston, Leeds; MG Russell, Barrow-upon-Humber; N Carter, Guisborough; ODW Smith, Salisbury; AN&J Barton, Burton-On-Trent; JF Barry, Letchworth Garden City; JW Bursell, Ripon; M Holland, Boston; M Allatt, London; DC Allen, St Albans; A Anderson, Peterborough; A Barton, Burton on Trent; A Beckett, Bristol; D Bent, Nottingham; J Bradsell, M Brown, Gateshead; R Burns, Falkirk; G Cassidy, Stockport; M Chapple, Darlington; R Cockton, London; S Cox, Rawdon; K Foster, Scarborough; C Hall, Royston; G Hodgson, Royston S Jenkinson, Wichenford; C Johnson, London; A Marsden, Darlington; JJ Maxim, Ipswich; A Middleditch, Hitchin; G Nodes, Sutton on the Forest; M Papworth, Bradford; A Snowdon, Redhill; N Stringer, Knaresborough; DSunderland, Newcastle; E Taylor, Hunstanton; Dr Thompson, Hull; R Thompson, Chesterfield; R Towers, Harrogate; DW Wood, Guisborough and R Hill, Oakham.



**Peter Wilson, Membership Secretary.**

## Who's Who?

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<b>Non Portfolio members</b>	John Hasler, Jim Brettell





Braving the height inside the Atkins shed, Pickering is Richard Hayward. Health & Safety first - he is using the harness attached to the taut wire rope which spans the length of the shed. The enormity of the task can be appreciated showing the entire length of NER Open Third 945. Once the roof boards have been prepared, three sections of fleece material are used to cover the roof which is bedded in using Durashield - a waterproof paint. Imagine painting the carriage roof three times! Of interest is that Richard is the LNERCA's furthest travelled volunteer from at Helmsdale, half way between Thurso and Inverness! The distance from Helmsdale to Pickering is 445 miles and takes an eight hour drive. Plus stops! He thus wins the award for the LNERCA's most stoical volunteer. *Photos: Gary Lyne.*



## Restoration progress

*By Marcus Woodcock.*

### **NER Third Open 945**

The final two coats of coach enamel has been applied to the west side of 945, completing the paint job for now. A van load of 945 components stored at North Eastern Railway Coach Group members' homes for safe keeping were collected from Hull in February, these included the south gangway door which volunteer Chris Parr has restored and will soon be varnished ready for hanging.

The three roof fleeces were fitted in January and given three coats of Durashield, new NER style gutters are fitted to both sides (the curved end gutters will probably be fitted after the coach has moved outside into the yard). This leaves the rain strips over the doors, blocks for the PC tell-tale rod and a cover for the tank filler to fit, followed by another couple of coats of Durashield to waterproof all the joints and finish the job. Both gangway faceplates will then be removed for overhaul and 945 will then move into Pickering yard where work will continue on the electrical and brake systems over the summer period.

The ornate top beading (a portion of which can be seen on the left) which covers the join between the lower body panel and the top window section is about to be fitted - Mike Illingworth is preparing the body by ensuring the small gap is filled. The white panel on which he is working is the experimental Tricoya material. This, the west side of the carriage, has now had two coats of crimson. *Photo: Rodney Towers.*





**Top left: A trial fitting of the newly upholstered (by Steve Hone) seating in one Third Class compartment of the CL. Superb!**

**Top right: The extraordinary skills of joiner Andrew Daniel is evident here showing a scarf joint in a door pillar of TK 23896.**

**Top left, right and bottom: Rarely seen are the rack plates - steel sheets welded to the underframe, which add strength. A new one is on the floor, then shown tack welded into position. Meanwhile, the corroded, bent, old one can be seen in the process of removal, with the carriage body above on blocks. Photos: Rodney Towers.**

### ***ECJS Restaurant Third 189***

An LNER type passenger communication chain system and brake valve is to be fitted, modified to fit round the pantry end gangway 'tunnel'. Components are under construction and are being trial fitted. Work continues on cladding the north end 'tunnel'. The south end vestibule teak panelling is progressing well and the ceiling covers for the steel brackets are complete. There are many small cosmetic jobs on the various mouldings to do before the vestibule can be varnished. Our trusty bean counter, Adrian Laming, has taken on the challenge of refitting the fanlights above the main compartment lights, these all need new hinges chopping in and the brass stays repairing before varnish - only eleven left to do Adrian!

Work progresses on fitting the vacuum main and DA valve piping.

### **Thompson Composite Lavatory 88339**

With the body lifted onto blocks above the underframe, volunteer



Keith Foster has needle gunned and wire brushed the underframe and repainted the top surface which is covered by the body. The knee irons have all been painted and replaced using stainless steel fixings and then coated with underseal. One of the anti-rack plates has been carefully removed and a new plate welded back into position, the other is work in progress. It is hoped to reunite the body and underframe shortly when staff are available.

Volunteer Steve Hone has re-covered the Third Class seats and repaired all the trim panels, the First Class have had sundry repairs. All are now ready for refitting when the body is done, a trial fitting was done in one compartment which looked superb.

### ***Gresley Corridor Third 23896***

The body frame between A and B compartments has been generally repaired and the knee irons are under replacement. Several teak panels have had splits repaired and are back on the body.

## LNERCA Fleet Status (updated March 21, 2023)

<u>Coach No.</u>	<u>Location</u>	<u>Current status</u>
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Gresley BTO 43567	NYMR	Available for traffic.
Gresley TTO 56856	NYMR	Receiving attention.
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. Teak panels now being fitted.
Thompson CL 88339	K. Misperton	Destined to Rampart to progress restoration.
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 in May.

### 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 overhauled gangways.

### 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	Completed at Rampart Engineering, Barrow Hill, to be returned to Embsay.
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 restoration plan.
NER LC 1111	K. Stephen	Stored. Stainmore Railway Company undertaking renovation.
GN Saloon 3087	NYMR	To be moved to Kirby Misperton for varnishing and lining and internal completion.
Gresley TTO 43654	Wirksworth	Imminently to be stored at Kirby Misperton.
Gresley TK 23890	Wirksworth	Imminently to be stored at Kirby Misperton..