



Founded 1979

Newsletter No. 134 Summer 2023

North Eastern Railway Open Third 945 makes its painted public debut



ALSO IN THIS ISSUE:

- **Musical carriages - four LNER vehicles swap places**
See pages 8-10
- **From wreck to runner - how TK 1623 was restored**
See pages 14-24



View from the Chairman

Welcome to Newsletter 134, in which more good progress on several coaches is reported, along with a new challenge regarding the accommodation for working volunteers at Pickering. The big achievement since the last Newsletter has been the repair and repainting of the NER 945 dining saloon in the Atkins shed. The finish achieved is brilliant. It is worth the trip to Pickering just to see this vehicle, now positioned in the yard, where it provides a wonderful display of the quality of our work to passengers in passing trains. Congratulations to everybody who has been involved. Next step is the fitting of its new bogies, when NYMR Carriage and Wagon have a suitable opportunity. Then there is steam heating to make and fit, and a few other things, but it might not be too long before it gets into service.



Four carriages swap locations

Our other major activity has been moving carriages by road around the country. Thompson CL 88339 has now moved from Unit 10 at Kirby Misperton to Rampart Engineering, Barrow Hill, for new exterior steel cladding and overhaul of its underframe, bogies and roof. In its place is Great Northern Observation saloon, GN 3087, previously known as the Invalid Saloon. It is receiving attention from Andrew Daniel to some of its panelling, after which its internal panelling requires a little more work. External varnishing and lining out in Great Northern colours is planned for July and August. New chairs and carpets are on order. Plans for the kitchen are in preparation. With a fair wind it could make its debut in late September, in time perhaps for the NYMR gala and our special members' train on October 7th.

Two of the other carriages to move have been Jim Kay's, and were formerly on the NYMR, Tourist Open Third 43654 (previously known as the Ryedale coach) and Corridor Third 23890 (known as the 'Royal Scotsman' kitchen in view of its past life in Scotland with the luxury train operator). They are now at our field site at Kirby Misperton (site visits can be arranged for members but only by prior appointment).

All that glitters is gold

In the Atkins shed the interior of ECJS 189 is looking stunning, thanks to the efforts of our master gilder Neil Cawthorne in getting the Lincrusta

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FRONT COVER by Marcus Woodcock. NER Open Third 945 is wheeled out of the Atkins shed after body repairs and new roof covering. There is much underframe work to complete before it might be ready for its centenary next year.



The inside of East Coast Joint Stock Restaurant Third 189 is looking spectacular. One of the volunteers is Neil Cawthorne - gilder extraordinaire. The main saloon's Lincrusta has now been bedecked with gold leaf, a painstaking process which deserves full praise to this LNERCA craftsman. Photo: Murray Brown.

strips coated with gold leaf, and thanks to many other volunteers who have made great progress with the gangway ends, various cornices, beading and partition repairs. Bruce Robinson is producing a prototype of the gasolier, so now all we need is a volunteer willing to mastermind the provision of the cast iron chairs and tables. Any takers?

NER 945's place in the Atkins shed has been taken by Gresley TTO 56856, which requires a full overhaul. The initial assessment is that the coach is in better condition than anticipated.

We're still looking

I reported in the last newsletter of the setback caused by the NYMR's decision to close its bogie overhaul facility next to us at Unit 9 in Kirby Misperton. This led to the challenge of finding a company to re-assemble the Fox bogies, due to go under ECJS 189, and which are currently a kit of parts. I am pleased to report that we are following up a number of potential options.

Elsewhere the Thompson Buffet Car, which was at Rampart Engineering, was completed on time, and has duly returned to

Embsay where it made a special appearance at their Mixed Traffic Gala in May. It may visit the NYMR for the September steam gala, where it would run behind A4 Pacific *Sir Nigel Gresley*, thereby re-creating something of the famous 'Elizabethan' express, but the costs of its move for a few weeks only will need to be justified.

A bed for the night

Finally, some of you will have heard of the NYMR's decision to close the sleeping coach facility for volunteers at Pickering, because it was considered dangerous to use and uneconomic to repair. The new HLF grant funded accommodation at Stape has been offered as an alternative, but its drawback is its location some eight miles from Pickering.

There has been great resistance by LNERCA volunteers (as well as some NYMR volunteers) to using the NYMR's Outstation facility at Stape, and it is clear that there is a risk of losing some key working members if they have to find their own accommodation for themselves in Pickering itself.

LNERCA is a volunteer and donor run Association independent of the NYMR, who are not obliged to provide accommodation for us in Pickering. Nevertheless the generosity of volunteers in giving up their free time to travel long distances and then work for the Association is really appreciated, and in recognition of this we need to provide a solution. In the short term we are looking at either renting a property somewhere in Pickering, close to the NYMR but not on NYMR land, or finding a friendly B & B. In the long term there are a number of different options being considered.

The big challenge is still the recruitment of new volunteers to help in either of our facilities at Kirby Misperton or Pickering, so if you know anybody who might be willing to join us, please do encourage them. The great progress made by the Association over the last few years proves that we are a worthy cause.

Finally, a reminder about our Annual General Meeting, at 11.00 a.m. on Saturday September 2nd, in the Class Room on platform 2 at Pickering. This is much more than just a meeting which we are legally obliged to hold. It's your opportunity to hear the latest news from the Association, and to participate in discussions about our future. We want to hear your views because we are a volunteer run Association and proud of it!

Nick Stringer, June 2023

DIARY DATE - Saturday October 7 is the date of our members' free special train from Pickering with, we have been told, *Sir Nigel Gresley* at its head. To help with ascertaining catering numbers, please can you let Murray Brown know how many of you will be coming (murraythemint@ntlworld.com or text 07527 200003). Thank you.

Secretarial Synopsis

By David Cullingworth.



Annual General Meeting 2023

This will be held on Saturday 2nd September at 11:00am in the main meeting room at Pickering station, platform 2.

There are two existing Trustees due for re-election and both are willing to re-stand:

- Gordon Wells
- Dave Cullingworth

There are also 3 Trustee vacancies, and we have 3 additional nominations:

- Debbie Cross
- Bill Monks
- Shaun Saltmarsh

As we can only have a maximum of 4 or one third of the Trustees being re-elected each year, Bill will initially take the role for a 2-year period.

Résumés of the new applicants will be sent out with the AGM papers at the end of July.

Reconfiguration of Unit 10

We are looking in making improvements to the Unit 10 building. The main issue is that the office on the 1st floor, principally used by Office Manager Melissa Arnold is too small and cramped. Another awkward shaped room next to it is used as a mess room. The plan is to knock the dividing wall down to open up and make a larger office where other people can come and work.

Downstairs in what is currently a small workshop, we will create a new mess room with seating and worktops, a small upholstery store will be created and allow the upholstery workshop to be solely used for that purpose. The secure store will be extended and there will be a refurbished toilet and laundry room.

We are keen to encourage new volunteers who could come and help with this work as something a bit different. Anyone who comes and volunteers will be saving from taking someone away from carriage restoration. Work is around stud walling, plasterboard, and plumbing. Please contact me if you are interested in helping.

NER Luggage Composite 1111

On Saturday 3rd June. Marcus and I had a productive meeting with our friends at the Stainmore Railway Company based at Kirkby Stephen East. We met with Project Lead Mike Thompson,

and main carriage restorers Rob Murray, and Alan Headech. We discussed the future restoration for 1111 which is now planned for commencement during 2024. This year their plan is to refurbish a 6 wheeled chassis for use under the grounded body of full third No. 2051, owned by the Locomotive Conservation and Learning Trust (LCLT). Once this carriage is mobile it will join 1111 in the main shed and the restorations will run concurrently. The reason for this is it makes sense as both carriages share a lot of similar components.

We now have NER pattern 3rd class and 1st class moquette in stock for 1111.

Whilst on site Marcus and I offered some advice around the restoration of GE Section short open third 60505 (sister vehicle to our 60525 that was destroyed by arson back in 2000). Of interest is that the SRC have purchased a buffer from us recovered from the chassis of 60525 at Emsbay as one was missing from their carriage.



The end panels shown here on June 10 on GER No. 8 were made up from teak supplied by the LNERCA. Andrew Daniel machined up and joined narrower sections of teak to fabricate wide panels that have now been fitted and varnished. *Photo: Dave Cullingworth.*

Some (slightly) LNERCA related updates from Emsbay

Previously I reported on progress on Stately Trains GER No.8, one-time Royal Saloon and family saloon. This carriage is now permanently attached to 6 wheeled chassis that came from 1950 Stratford built BZ 70687, previously owned by the LNERCA. The chassis has had to be slightly modified with the addition of timber headstocks and about an inch of the solebar webbing made to fit as it was slightly wider than the body.

Also, at Emsbay, the chassis ex LNER Gresley short TTO 60525 has now found a new lease of life as an accommodation chassis for a Midland Railway carriage 3300, one of the batches that ended up in Ireland and re-bogied to broad gauge. The LNERCA have agreed to let the YDR use this chassis and in return we have exited the 5-year agreement of lease of storage land a year early. The items we have stored at the YDR will be moved to Kirby Misperton in the near future.



The BZ (Brake 6-wheeled) 70687, is on York Area Group p.way duty, along with the mess coach, ADE 320421, formerly BCK 10178. Sadly, the condition of the BZ deteriorated until it was beyond repair - except for the underframe which now lives on under GER No. 8 (left). *Photo: Nick Carter.*

Mind the gap

The famed London Underground announcement moved north to Pickering on May 27 & 28 as two Reid Transporters attempted what appeared to be an impossible manouvre into a new storage facility.

In what has to be a record, no less than four LNER carriages were involved in a major move over two days at the end of May. The move was the culmination of a well-planned exercise which saw all four carriages traverse Tofts Road leading into the Kirby Misperton industrial area, sited just off the main Malton to Pickering A169 road.

First to arrive were two privately owned carriages, formerly on the NYMR – Tourist Open Third 43654 and Corridor Third 23890. These arrived from Wirksworth, having been in store, and two transporters were involved with Escort van via the M1 and A64 then the A169.

Some spectacular driving was to be seen as the Reid staff negotiated the entrance to a new storage site recently created and on which some track had been laid to accommodate six carriages. The Reid drivers displayed their extraordinary expertise negotiating the tight right angled entrance to the storage site and had to inch forward as colleagues steered the trailer wheels.



Besides the steering, the driver was altering the horizontal level of the trailer, tilting the carriages by a few degrees to avoid the trees and gate posts.

The following day, one transporter then made the short journey of three hundred yards to the LNERCA's Unit 10 workshop in the industrial site and loaded up Thompson Composite Lavatory CL 88339 before embarking on the road south to Barrow Hill Roundhouse Museum, Staveley, where Rampart Engineering will be undertaking cladding work.

The second empty transporter then proceeded into Pickering and thence to New Bridge yard to collect Great Northern Observation saloon 3087. After loading, this vehicle then took 3087 back to Unit 10 at Kirby Misperton and the staff unloaded it in the now vacant position formerly occupied by 88339.

To prepare 88339 for its journey south, the body was carefully lowered back onto its underframe following the most comprehensive body overhaul this CL has ever had in its 75-year life. It was then covered with an all-over green tarpaulin.

When 88339 returns with its new metal cladding, it will again take the place of GNR 3087 which by then should have been varnished, carpeted and fitted with chairs for 24 passengers. 88339 will then be scumbled – a word rarely heard these days and no wonder as it is a dying art – painting the carriage exterior to look like wood.

MISSION IMPOSSIBLE

Your mission, should you choose to accept this, is to get this total 80-ton load into this narrow right-angled entrance.

Left: just look at the lock of those transporter wheels - RF 23890 inches forward trying to enter the storage compound at Kirby Misperton. In the end, and with the land owner's permission and presence, the metal gate post on the right was cut off.

Right: It doesn't get any closer - astonishing driving, an inch at a time. Photos: Murray Brown.





Top: Time to move the gatepost? Reid's driver ponders his next move. The carriage had already been tilted to the right to see if it would clear the foliage and obstruction.

Photo: Rodney Towers.

Middle: Coach owner, Jim Kay and his good lady Jean are clearly pleased both the RF 23890 and TTO 43654 have landed safely at Kirby Misperton.

Photo: Rodney Towers.

Right: Nearest the camera is 23890, with 43654 behind. It is hard to believe that 23890 was once part of the formation of the luxury 'Royal Scotsman' train.

Photo: Murray Brown.



Membership Matters

Donations received to the **End of May 2023** are gratefully acknowledged - many thanks to you all for your dedication and support of the cause.

A Tivey, Chorley; S Wragg, Scarborough; C Parr, York; WJ & S Berridge, Grantham; J Gurnett, Dunstable; JKW Pearce, Bradford-on-Avon; PL & C Brunsdon, Brough; B Robinson, Hull; PJ Howell, Edinburgh; JP & S Hartley, Doncaster; AP Butler, Bromley; DJ & J Roethenbaugh, Pickering; CA Worby, London; C Brading, Swindon; J Watkinson, Driffield; MH Stovold, Pickering; DC Allen, St. Albans; P Adams, St. Neots; MG Thompson, Stockton-On-Tees; CH MacLennan, Haywards Heath; R Barrett/B Hudson, Guisborough; P & A Johnson, Whitley Bay and B Jones, Sleaford.



The majority of our members have kindly completed a Gift Aid declaration allowing the Association to recover tax paid on subscriptions and donations. I am checking this on annual renewals but if you are a life member and are able to take advantage of this and wish to do so a form is available on the website and may be returned by email (or use the declaration on the on-line process)

Peter Wilson, Membership Secretary.

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Splendour on the Moors

The National Railway Museum-owned LNER V2 4771 *Green Arrow* heads south towards Moorgates on March 30, 2008, a sight any LNER aficionado would yearn to see again. What we might see again next year is the leading vehicle - GNR Observation saloon 3087, now being completed at the Kirby Misperton workshop. *Photo: Andrew Scott.*



Mr Thompson's rather nice TK

The much-maligned LNER CME Edward Thompson did, in fact, give his name to the distinctive and good looking post war carriages. Murray Brown has the story of the now unique Third Corridor No. 1623.

Photographs by the author unless stated.

Some are born great, some achieve greatness, and some have greatness thrust upon them – so said William Shakespeare. Thompson Third Corridor 1623 comes under the latter category.

Another of Edward Thompson's nominally finest, 1623 was 'born' at York Works in 1950 when rationing was rife, wood quality was poor, Clement Atlee won the General Election for Labour for a second term, but with only a five seat majority, and the BBC Light Programme was first heard.

1623 shares much in common with the LNERCA's Thompson CK 18477 – built at the same Works, same designer (although both carriages should have been called 'Peppercorn' after AH Peppercorn who took over from Edward Thompson when the latter retired in 1948). Both were built in 1950 – outshopped in crimson & cream - and both are now unique. It is strange that all post-war carriages on the LNER/British Railways are dubbed 'Thompsons', despite Edward Thompson retiring in 1946. He died in 1954 and is buried at Wrexham.

This carriage's correct number, as built, was NE1623E, reflecting the point that when brand new, it was allocated to the newly formed upon Nationalisation (January 1, 1948) North Eastern Region.

Once common, now rare

Former LNER designs of carriages continued to be built until 1953. The first of the British Transport Commission's Mk.1 carriage made its debut in 1951. The seven-compartment Third Class NE1623E was built to LNER Diagram 329. The post-war carriages were somewhat austere in that because there was not the variety and quantity of wood, much use was made of wood staining to produce a far darker interior. The wooden framed Thompsons were panelled in steel sheeting which, some 15 years or so later, would be their downfall.

No. NE1623E was one of no less than 488 of its type constructed, more in number than any other post-war LNER design type. Only 33 Third Opens were built and nine First Opens. Indeed, moving forward, even in the British Railways era, the compartment carriage far outnumbered the Open variety. How



In July 1973, DE 321133 was earning its keep as a Mess & Living Van in conjunction with a ballast cleaner, pictured here at Potters Bar.

Photo: Phil Bevan.

times change.

As is invariably the case with preserved rolling stock, its British Railways, later British Rail, history is not known.

With the abolition of Third Class in 1956, 1623 became, of course, a Second Class vehicle (SK) and would have received all-over maroon livery when the crimson & cream ('blood & custard') was abolished in 1955. This particular carriage managed to last in revenue-earning service for 17 years. In the 1960s, with the advent of the Mk.1, particularly the later builds in the early 1960s, this hastened the demise of the post-war rolling stock because, by then, corrosion of the panelling was becoming too much of a problem and the easy option was withdrawal.

In the case of NE1623E, this took place at York Works on October 14, 1967. As was the practice, the carriage was moved to the adjacent York Yard for disposal. Its fate was secured by a request from the Chief Civil Engineer for four carriages to become mess & tool vans. NE1623E was allocated a number in the Departmental series, DE 321133 and was moved to Carlton station sidings, North Cudworth, on the former Midland Main Line on November 25, 1967. It is believed the conversion to its new role took place there as insufficient time had elapsed whilst withdrawn from service and despatch to Carlton Sidings.

Considerable alterations took place: All seating was removed, as were the luggage racks and light fittings from the



February 1982 - the adventure begins. Here is DE 321133 condemned in York Yard and about to be offered for sale. As it was now the last survivor of its type, it had to be saved for preservation, especially as so few Thompson era carriages were extant. There was a plan 'B' in that had it been sold to a breaker, an attempt would be made to try and buy it off the scrap firm but this would need BR's Supplies Department's permission - exactly what happened when Colin Sykes bought TTO 24109 from Booth, Rotherham. DE 321133 was, externally, in remarkably good condition. Internally, it could best be described as 'daunting'. For its departmental role, it had been fitted with a handbrake and white steps to allow access from track level.

compartments. Two compartments were knocked into one by removal of the partition blockboard. A stove was fitted which entailed cutting a hole in the roof for the chimney stack. A ventilator was cut into the bodyside. One toilet compartment with all fittings was removed. A large bench was fitted longitudinally where the large compartment had been formed. Finally, the gangway ends were removed. Why this was done - as with so many other Departmental carriages - is still not known. Nor is it known why the residual compartments were gutted and just left empty.

DE 321133's movements since entering Departmental use were more widely reported than when it was a revenue-earning carriage. It was seen at various locations on the Eastern Region, often returning to York Yard where there was a large centre of activity by the Eastern Region civil engineering department.

Preservation or scrapping?

It was again at York that this carriage was withdrawn for the second time in its career. It should be noted that a carriage has to be officially withdrawn before it can be transferred to

the Departmental fleet. Its second withdrawal took place on February 1, 1982. Thus NE1623E/DE 321133 had 17 years in revenue earning service and 15 years in Departmental use. The Supplies Department at Derby offered it for sale by tender and two members of the LNERCA decided to make a bid.

At this stage, it was not unique, for sister Thompson TK DE 321134 was also in use on civil engineering duty - and, more importantly, was being earmarked for possible preservation as these two carriages were the last of the type. Then, calamity struck, literally. Somehow, a rail crane was driven into the end of DE 321134 at Low Fell yard, near Tyne Yard, smashing the end in. The coach was condemned and subsequently cut up on site. So, DE 321133 became the sole survivor. There was one extraordinary aspect of this carriage - and that was the external state of the metal panelling - it was unbelievably good. There were numerous layers of paint, the top one being the Engineers' Olive Green which DE 321133 had carried for many years. In fact, it has remained a mystery ever since - was the panelling replaced during its revenue-earning life? If not, how could the panelling remain in such outstanding condition after a service

life of 32 years? The logical answer must be that the panelling was replaced during its working life but this raises the obvious question – how did it survive this major work and cost when sister vehicles were virtually automatically condemned when corroded panelling became a problem?

Despite the extensive and daunting alterations effected internally for its Departmental role, a bid was made and the two preservationists soon heard their bid had been accepted. Having obtained permission from the Trust Board of the NYMR, the carriage arrived at Grosmont via the weekly Whitby 'pick-up' freight on March 23, 1983.

Below left: Dateline: April 22, 2007. The brutal reality - Joiner Andrew Daniel cuts out the bottom rail. The enormity of the restoration can be gleaned - it was at this stage a visitor being shown round in the yard asked why were we scrapping the carriage? He was told the opposite and could not believe it. Below right: Having assembled the replacement framing (using some of the original horizontal sections), the whole assembly is about to be lifted into place which would sit on the half width bottom rail. Once in place, the outer section is glued and screwed over the first half, in effect trapping and encasing the tenons of the framing - an astonishing way to undertake this enormous restoration.



The long road to restoration

On arrival, the carriage was henceforward referred to by its original number, 1623, and so lost its Departmental number. It was immediately put into NELPG's storage shed at Grosmont where Kevin Hudspith, a renowned painter, and affectionately known as the 'Tekaloid Kid', applied preservative coats of grey paint to protect the bodyside skin.

Soon after, it made its way to the Pickering end of the NYMR at which point the remains of the internal panelling were removed to gain access to the framing. This was liberally doused in fungicide before the whole carriage was tarpaulined.

Apart from stripping and maintenance care, the first major job to be undertaken was not until the 1990s - replacement of the bottom rail beams at both ends of the carriage, the south end in 1994 and the north in 1997. This was accomplished relatively easily by the LNERCA's joiner, Andrew Daniel.

A gift to the LNERCA

After a thorough assessment, it was felt that certain sections of the bottom rail along the bodysides would also benefit from replacement, the magnitude – and cost – of the restoration plan became apparent. It was with this in mind that the carriage was handed over to the LNERCA, i.e the two purchasers relinquished ownership, having spent between two and three thousand pounds by then. There is a fundamental benefit by doing this and that is because the LNERCA is a charity, this opens the door to grants, whereas individuals are excluded.

An approach was made to the PRISM Fund (Preservation of Industrial & Scientific Material) and was immediately rewarded with a grant of £2,000 towards putting the roof in order. This was the start of a long association with the PRISM Fund.

BR had liberally coated the roof in bitumen – a horrendous fire risk but a superb preservative. In fact, the roof was in superlative condition. There was not one roof board lifted and no boards needed replacing. Inside, all the rusted screws holding the roof boards onto the hoopsticks, alias carlines, were chiselled off, many having lost their 'bite', and numerous ones just dropped out. All of these rusted screws were replaced by zinc-coated nuts and bolts by drilling holes from the inside of the carriage in the carlines' holes and then inserting the bolt from the outside before being nutted up tight on the inside. This has proved far more effective in securing the roof boards. This was followed by a new heavy duty plastic roof sheet.

1623 then took its place in the queue of LNERCA-owned carriages awaiting resurrection. It was not until 2003 that it was elevated in the queue and work began in earnest. The metal

Right: The new half-width bottom rail on which will sit the tenons of the new framing is edged into position by Peter Wilson, Malcolm Brown and, masterminding it at the back, Andrew Daniel.



panelling was carefully removed to gain access to the framing which was due to be replaced. However, Andrew Daniel, decided to replace the entire bottom rail – the huge beam which rests on the solebar – on both sides of the carriage. Question: How do you replace the bottom rail when the roof is still in place? The first answer is - slowly! The second answer is - with incredulity. What took place was an incredible piece of engineering. The roof was held up with Acrow props whilst the bottom rail was chopped out – it was not in the best of condition and in many places was rotten. A new bottom rail was installed but this was only half the normal width. Once the new side framing had been lifted into place with the tenons resting on the new rail, the outer half of the bottom rail was then screwed and glued over the first half, trapping the tenons. It is believed that this was the first time in the preservation era that this feat had been undertaken – a superb and praiseworthy effort by Andrew Daniel.

Slowly, over the ensuing years, the rest of the carriage was put back together – the missing partition, internal panelling, missing screen and compartment door, toilet and newly-chromed sliding vent for the white toilet window recovered from a farm north of Aberdeen. Blood was spilled during this exercise! All the internal woodwork was stained with Indian Rosewood. A set of Mk.1 compartment seats were stripped, rebuilt to emulate LNER compartment seats and retrimmed using the specially made moquette. It was entirely re-wired by the LNERCA's expert

THE MISSING PARTITION

Right: This was the sight greeting intrepid restorers soon after DE 321133 arrived on the NYMR - a carriage devoid of seats, lighting, luggage racks one toilet and, worryingly, a complete compartment partition. So, in effect, two compartments had been knocked into one to allow a workbench - and a stove - to be installed. But it did have its own (now unwanted) brake! *Photo: Dave Jobling.*



Putting back the missing partition was all part of a day's work (well, actually, two) for a seasoned carriage restorer. Here is the same view looking down the corridor on April 22, 2007.

Right: Fast forward to the fully restored carriage. Again, is the identical view along the corridor - transformational from the utter dereliction of the top picture. This is what carriage restoration is all about.





Russ Whitwam was one of several volunteers who put in countless hours into 1623's restoration, particularly in the latter stages. He is seen on New Year's eve, 2012, flattening the base mustard coloured primer prior to the application of the special scumble paint.

electrician, Gordon Wells. With a nod to modern practice, the regulator box contains many electronics. The hardest job of all was replicating the compartment shoulder lights. These comprised a toggle

switch, 'Bakelite' cover, bulb holder, spacer washer (made by 3D printing), pygmy bulbs and specially made lampshade to the original design.

Special mention should be made of the outstanding quality of the scumbling paintwork. Prior to it being scumbled by SRPS volunteer, Dave Simpson, the metal panelling had been screwed back on – in total, 2,500 screws were used, every one of which had to be pre-drilled and then countersunk before being filled and sanded flat. The carriage had been masked to represent individual teak panels, even though there were only six pieces of sheet metal (three on each side). Such was Dave Simpson's expertise that he even included knots and wood defects in the paintwork. Hundreds of visitors to the Atkins shed were fooled into thinking the panelling was actually wood – until it was banged and a metallic ring rang out.

A fitting launch into service

1623 was launched into service on Thursday September 8, 2016, over 33 years since it arrived on the NYMR. It was formed as part of the LNER set on the 11.00 service from Pickering. An official send-off took place on Saturday September 24 when Tom Walters, the Great Nephew of the carriage's designer, Edward Thompson, cut the ribbon to declare 1623 'open for passengers'.

There are two aspects not quite right with No. 1623. As built, they had compartment side window 'shelves' – in reality, a 24" x 6" tray with rounded edges, fitted to the underside of the window by means of two brackets. With a pattern now to hand, this omission can now be rectified. The second is more visual. No. 1623 has been scumbled – painted to look like wood, simply

because if it was to carry Carmine & Cream, it would look out of place amidst the rest of the LNER Gresley teak stock. Thus it was painted for the sake of continuity. When the TK (diagram 329) first debuted (1948) they were indeed scumbled, so a little artistic licence was condoned. However, it is the intention for 1623 to carry its 'proper' colours, come the day the LNERCA is able to field a complete Thompson designed rake of carriages, (TK 1623, CK 18477, RLB 1706, CL 88339 and a Brake carriage) with, hopefully, a Thompson B1 locomotive at its head.

Since 1623 entered service in 2016, it has been immensely popular with passengers, as evident on countless times when in traffic. Compartment carriages represent old-fashioned train travel which is what the NYMR strives to recreate, is what the older generation who forms a majority of the NYMR passenger income looks for, and is fully in keeping with the revised Aims of the Trust - a 'living museum'.

Postscript

1623 is the author's favourite LNER carriage, hardly surprising as it was he and his colleague, Andrew Wylie who bought it in the first place. A staggering 33 years elapsed since it arrived on the NYMR to it entering service, a figure which will be eclipsed by other vintage gems. The author is so grateful to all those volunteers, including committee members, who toiled away on it, none of us ever doubting it would, one day, be finished. The camaraderie and pleasure from their company was wonderful. Several of the committee always referred to 1623 as the 'Scabby Thompson' but they were always forgiven. There was one committee member who refused to work on it - he still perpetuated the disdain for Mr Thompson after what he did with Gresley's *Great Northern* and the P2s!

I must end with my thanks to an extraordinary craftsman. When Andrew Daniel said he could replace the bottom rail at each end of 1623, I was so pleased and impressed. When

Flashback to service launch day - September 8, 2016. Edward Thompson's Great Nephew, Tom Walters, cuts the ribbon to mark the end of this gargantuan project. We have another similar duty in prospect when Thompson designed CL 88339 is ready!



he said he could replace the entire bottom rail right round the whole carriage - which he did - it was obvious that all of us that the LNERCA had an astonishing and talented joiner in our midst. As the carriage came back together, Andrew was in the forefront, installing the missing partition, toilet walls and fabricating the seat fittings. Just feel the light-coloured plywood above the back of the seats and guess how on earth he achieved such a glorious smooth surface - the plywood was specially procured (wide with the grain running vertically) and then specially treated with wax and steel wool - I kid you not. The list goes on and on. It is my pleasure to credit Andrew for being the leading light in so many aspects of 1623's re-incarnation - and he is not finished yet - the Thompson CL 88339 and Gresley TK 23896 are also recent recipients of his astonishing prowess. Frankly, there is nothing on a wooden-bodied carriage to which he cannot turn his hand.

Magnificence personified: It was worth the 33-year wait to see 1623 in service - seen here earlier this year after emerging from the Atkins shed at Pickering after its second scumbling. Photo: Nick Skelton.



Restoration progress

By Marcus Woodcock.



NER 945 looks superb in Pickering yard - shame about the blue tarpaulined container! The overhauled bogies - which have been recently repainted - are awaiting fitting once the NYMR C&W can put 945 inside the main shed to access the jacks. Much work remains to be done before 945 can take passengers - in this respect we are conscious of its looming centenary which falls next year. Will it be ready in time? Photo: Murray Brown.

NER Third Open 945

Now residing in Pickering yard with its new roof covering and finished in NER Crimson lake with transfers and a coat of varnish for protection, full lining will be applied before she enters service.

Steam heat, brake gear and gangways will be overhauled whilst in the yard, along with the fitting of all the electrical equipment, this has started from the top with the ornate light fittings, unfortunately we are one short if any one happens to have a spare at home can we have it please?

New contractor Stuart Stead has taken on the task of refitting and replacing all the steam and vacuum piping, Jim Chittock will be doing the door overhauls, both these gents started work at York carriage works as apprentices within a few months of each other and are now overhauling a coach which was built at York Works over four decades before they started there!

ECJS Restaurant Third 189

The ceilings are now painted and gold leaf is applied to the Lincrusta which looks wonderful, the next job is to apply the gold lines to all the clerestory mouldings. It really is hard to believe this coach is Third class! Andy Cox has spent hours filling, rubbing down and painting the clerestory side window frames and mouldings to a high standard ready for gilding.

The South end vestibule interior teak cladding is now complete apart from varnish and looks superb, work will soon start on the North end, the Pass Comm gear is taking shape on the body end and thoughts are turning to fitting the chain tubes to the saloons and corridor, these were fitted after 189 was built and are quite conspicuous on the ceiling but are historically correct.

Cosmetic attention to the mouldings on the partitions is progressing, this work is fiddly and time consuming, but pays dividends to the finish once varnished.

Tourist Open Third 56856

The latest incumbent in the Atkins shed, 56856 is in for her 10 year overhaul, due to water ingress the glue blocks securing the teak panels have rotted allowing some of the panels to be parted from the body pillars, also the bottomside joints have split due to rust jacking of the bolts. In order to speed up the repair process we are doing the work from outside the coach rather than removing all the vinyl covered interior ply which thankfully has very little rot. So far two of the failed bottomside joints have been chopped out and replaced and work has started splicing in replacement pillar bottoms where rot has started. Unfortunately some rot has started in the floor board ends, we are currently investigating the extent of the problem.

Luckily the roof covering is not as bad as first thought and patch repairs are now complete, several coats of Durashield will be applied to the whole roof to seal everything.

Lavatory Composite 88339

This coach has now moved to Rampart Engineering at Barrow Hill for the replacement steel panels to be fitted and a mechanical overhaul. The KM10 team put in extra hours to ensure that all the outstanding jobs were complete so that the body could be reunited with the underframe and be securely bolted down for the move. The rack plates were welded back in position and all areas of the frame covered by the body were painted.

Corridor Third 23896

Body frame and panel repairs continue, some of this work replaces sub standard work done by contractors in the 1980s.

GN saloon 3087

Moved from storage at the New Bridge coach stable to KM10 for completion of its overhaul, it has taken the place of the CL. This should mainly be a contractor job, Andrew Daniel is refitting teak panels which

have sprung off the frames, once done the body will be varnished lined and lettered in the Great Northern Livery.

Internally the new veneered ply panels will be finish varnished and a new carpet fitted. A set of Pullman style chairs are being made and upholstered by contractors at the Ffestiniog Railway.

RB 641

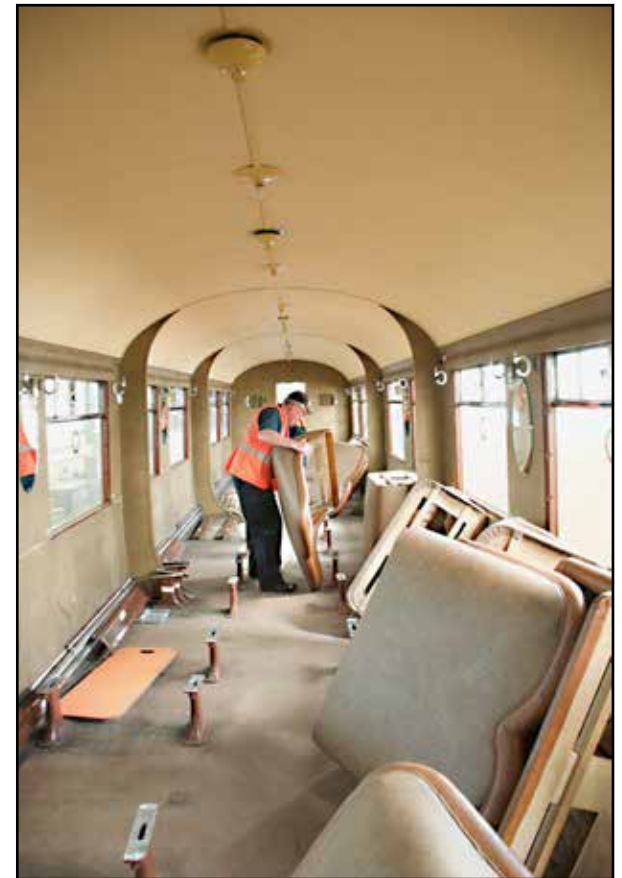
Many moons ago Jim Kay purchased an LNER confectionary display cabinet of the type used in station buffets and catering cars and kindly donated it for use in 641. This example is too wide for the counter (probably came from a station buffet) and has now been carefully cut down to fit the width of the counter by Chris Parr. New safety glass is to be fitted before it moves into 641.

Long wheelbase CCT 1308

Parked on the beck siding and used as a stores vehicle the body is steadily turning green under the trees. Two of our volunteers Ken Richardson and Brian Ford have taken pity on it and washed it, they will attend to areas of blown paintwork when time permits.



With a panel removed on TTO 56856, new hardwood has been spliced in on the bottom rail. Photo: Marcus Woodcock.



56856's chairs are being removed for renovation to damage caused by wear and tear over many years. Chris Binks was in removal man mode on June 11.



Third Corridor (TK) 23896 is coming along well inside Unit 10, Kirby Misperton under the stewardship of Andrew Daniel. Refurbished teak panels are being fitted, as this view taken on June 11 illustrates. *Photo: Murray Brown.*



Right: The 1947-built Thompson CL 88339 is now at Rampart's workshop facility at Barrow Hill, having left the Unit 10 at Kirby Misperton. New metal cladding is to be fitted. *Photo: Nick Stringer.*