



Founded 1979

Newsletter No. 131 October 2022

IN THIS ISSUE:

- **Newly retyred wheelsets arrive for 945 and 189**
- **LNER set much praised at NYMR Autumn Steam Gala**
- **Work starts on North Eastern Railway 'gem' 945**





View from the Chairman

Welcome to issue 131 of the Association's Newsletter, which I am writing just after our Annual General Meeting which I hope was enjoyed by those who attended. It was good to have a lively and positive discussion about the challenges and opportunities we have. A big thank you to all who were there.

Beginning with carriages, at last Gresley Buffet 641 is back in traffic, with the bearing issues now seemingly resolved. After the vandalism it suffered some years ago, we plan to have a

ceremony next year to relaunch it back into traffic.

In the last Newsletter issue, I mentioned that Thompson TK E1623E had moved into the Atkins shed in order to clean up its exterior, fill in the holes, and then re-paint it in scumbled teak livery. I'm pleased to report that this has been accomplished in record time, and that the coach should have returned to traffic by the time you read this. With RB 641 also returning to traffic this has brought the LNER set up to 5 carriages. (I'm tempted to call it the 'teak set' but that of course is incorrect because 1623 is not teak, it just looks like it).

The next incumbent of the Atkins shed will be North Eastern Railway Restaurant Third 945, the maroon coloured dining coach which has been lovingly restored by Pete Brumby and Ray Sowerby over many years at Levisham. It was built in 1924 so it is approaching 100 years old. It needs a new roof covering (which we have done on many other coaches), new bogies (we will have a spare pair), new gangway connections (something we are about to do on 189) and a number of other items, but wouldn't it be great if we could get it finished in time for the Stockton & Darlington bi-centenary celebrations in 2025? Its external finish will be NER plum.

We never get tired

Meanwhile there's much happening on the bogie front. Both the Fox bogie wheelsets and the Gresley bogie wheelsets have been collected from Riley's at Bury, all with new tyres which should allow them many years of service. Kelvin Whitwell, head of the NYMR's bogie facility next door to us at Kirby Misperton, is cracking on with the re-assembly of both sets of bogies. Early next year we could be in the fortunate

.....
FRONT COVER by Philip Benham. Frankly, it just doesn't get any better - an LNER-lettered and numbered A4 on varnished teak stock, unless, perhaps, in the famed LNER apple green? Sir Nigel Gresley in its temporary war-time black with straw lettering climbs past Green End on the climb to Goathland on Sunday September 25.



Viewing four re-tired wheelsets newly arrived at the Unit 10 workshop on August 22 are several of the committee - in the background is Paul Johnson. Parts Manager, far left - Gordon Wells, electrical guru, Neil Cawthorne, gilder and varnisher, and talking to Nick Stringer on the far right is Kelvin Whitwell, manager of the NYMR's bogie repair facility next door. There is a superb synergy with having Kelvin adjacent - he and his team are assembling our overhauled bogies and have undertaken other vital jobs for the Association. Photo: Dave Cullingworth.

position of having more refurbished bogies than carriages!

On the component front, Tom Ireland has recently delivered a batch of superb TTO wall lights, which look magnificent in their shiny chrome finish. Achieving such a finish is not without its challenges, so his work has encouraged us to have a go at the TTO luggage rack brackets. We have 64 castings requiring cleaning up before chroming, and another 64 on order. That will give us enough luggage racks for 56856, 24109, and of course 43632, the NYMR's carriage with facilities for disabled passenger access. Elsewhere, work on the overhaul of GNR saloon 3087 and its conversion to an observation coach is progressing well at Rampart Engineering at the Barrow Hill Roundhouse Museum site. Its cant rails have been repaired (something else we've done before), and the roof is being recovered. Next step is stiffening of the body in the observation saloon area. At the same time the design of

the 24 chairs to go in the saloon area is being considered – more news about this in the next Newsletter.

Our flagship project, ECJS 189 dining car, has advanced significantly. Of the three new 'Pintsch' light fittings, two are now installed, one in the south end vestibule and one in the pantry. The pantry has also had the dresser unit re-installed after repair and re-varnishing. Great work has been done on the Pullman gangway fittings by Gordon Wells. We are now ready, when the opportunity arises, to install the first of the two gangway connections. To cap it all, the top roof fleece has been laid and painted, so the central part of the roof should now be watertight (the other two parts of the roof, on either side of the clerestory, will follow on).

As regards the carriages at Kirby Misperton, work has had to slow on Gresley TK 23896, due to the joinery work needed for GNR 3087 and for the conversion work on TTO 43632. As regards Thompson CL 88339, the frame repairs have now been completed, and the next task is to repair and refit the doors. Its rewiring is almost complete, which will allow the ceilings to be reinstated.

Mandatory enjoyment

With all this work going into carriage restoration, it's nice to have the opportunity to savour the fruits of our labours at several events this Autumn. A4 Pacific *Sir Nigel Gresley* was due to be visiting the NYMR for the Autumn Gala, from 23rd to 25th September, and was also staying on for a short time to work with the LNER set. Gresley BTK 3669 was also visiting from Kirkby Stephen, which will bring the set up to six coaches. It will also be part of our members' train on Saturday October 22nd.

During the Gala the RB 641 was staffed by Jim Kay and his wife Jean. A variety of refreshments were available, including cask ale. It was great to see the Buffet being used for its intended purpose and is scheduled to be in use for our members' train. At the time of writing the members' train is about half full, so please book (email or text) with Murray Brown to secure your place if you have not already done so. Hopefully we'll have our 2023 Calendars available for sale on that train.

In conclusion, as always, many thanks to everyone - supporters, volunteers and donors. We couldn't make this progress without you, and I look forward to seeing as many of you as possible on October 22nd.

Nick Stringer, September 2022

.....

KING'S CROSS - WHITBY

One of the nice touches to the LNER set, and a homage to history, is the newly repainted destination boards for the re-scumbled TK 1623. Photo and painter: Russ Whitwam.



MINUTES OF THE 35th ANNUAL GENERAL MEETING OF THE LNER COACH ASSOCIATION HELD AT PICKERING STATION AT 11.00 ON SEPTEMBER 3, 2022

The AGM was attended by 20 members, chaired by Nick Stringer, this including eight trustees.

1. Apologies for absence

Apologies for non-attendance were received from David Cullingworth, Adrian Laming, Martin L Parry, Bill Pickup, Peter Wilson, Stuart Spandler, Wendy Taylor, Trevor Taylor, Mike Holland and David Young.

2. Minutes of the Thirty Fourth AGM held on Saturday 8th May 2021

a) Matters arising from the minutes.

The chairman highlighted that Paul Johnson had taken over the role as Stores Manager and that Jim Brettell had done so much in equipping the Unit 10 workshop – both were thanked for their efforts.

b) Approval of the minutes

These were proposed by Neil Cawthorne and Seconded by Jim Kay and the AGM duly approved them as a true record.

3. Chairman's Presentation on activities during 2021 and plans for 2022

An informative Powerpoint presentation was given by the chairman, illustrating the many achievements and plans for the next year.

Highlights:

1. Kirby Misperton workshop – opened in April 2021.
2. Buffet car 641 – returned in poor state. Bearing problem resolved. Relaunch planned for 2023.
3. NRM-owned TTO 23956 – LNERCA took over body maintenance and 10-year renovation completed, inside & out.
4. 189 – progressing well, much more to do. Trustees would like 2024 as completion date.
5. Large quantity of Teak/Mahogany purchased from Essex. Already sold some to other groups.
6. Lounge Buffet 1706 (LNERCA are custodians) and ECJS TK 377 to Embsay.
7. GNR 3087, was owned by Jim Kay, now LNERCA. Is at Rampart Engineering, Barrow Hill, being converted to observation saloon.
8. 43632 (owned by NYMR, being converted to accommodate disabled users) – more Durashield coats requested for the roof. Might be back by end of year.

Questions raised:

The growth of foliage alongside the railway and its likely possibility of damaging varnished carriages. The chairman acknowledged this item and will monitor the matter.

Who will be responsible for the NYMR's Gresley 43632 (disabled access) body? An agreement will be needed from the NYMR.

We need more publicity from the NYMR in terms of mention in brochures. It was revealed the NYMR had previously agreed to such publicity, but none given so far!

The chairman highlighted future income:

- a) Hiring out the Association's carriages, including 189, 945 3087 and 1706, with more to follow when restored.
- b) Sales of spares/teak
- c) Donations from members
- d) Sales of merchandise
- e) Legacies most welcome
- f) Catering vehicle exploitation
- g) Polar Express wants to hire 2 carriages this Christmas.

The chairman ended the presentation by thanking all attendees, the committee, contractors, and supporters, Stainmore Railway Co, Embsay & Bolton Abbey Railway, Ron Chorley (teak sale owner), Tom Ireland (manufacturer of specialist items) as well as the NYMR C&W staff, especially Kieran Murray and Kelvin Whitwell, and the NYMR management.

4. LNERCA – the way forward. Approval to adopt the strategy document.

A detailed document had been previously circulated to members outlining the way forward. This was welcomed by the attendees. This strategy plan was formally approved after being proposed by Alan Anderson and seconded by John Carr.

6. Approval of accounts for 2021

The fully examined Accounts were tabled. A question was raised regarding the costs of Kirby Misperton workshop. The chairman responded by advising the costs were not on-going, but should be seen as "one-off". The Accounts were approved, following proposing by John Carr and seconded by Marcus Woodcock.

7. Membership Secretary's report

There was no tabled report from the Membership Secretary (absent) and there were no questions relating to the matter.

8. Election of Independent Examiner

The chairman told attendees that we had had the services of Ian Philpott and that whilst he had a large portfolio had agreed to continue being the LNERCA's auditor. This was approved.

9. Secretary's Report

Secretary David Cullingworth (absent) had circulated his report on

An excellent update of the Association's recent progress was had by those attending the 2022 AGM, which was presided over by LNERCA chairman Nick Stringer (left). Photo: Rodney Towers.



an earlier date. There were no questions and his report was accepted by attendees.

10. Restoration and Maintenance Progress

Restoration Officer Marcus Woodcock updated those present: 1623 – tidy up and re-scumble. Transfers and varnishing to do. Finished in 2-3 weeks.

189 – gangways approaching completion (G Wells acknowledged for major input). Faceplates – 1 ready, 2nd nearly ready. Interior – all mouldings made from new teak for clerestory. Ceiling work well advanced. Vestibule ceilings – one done, second well on way. Pintsch lights – 2 installed. Pantry – dresser back in varnished. Old sink going in as display only.

11. Election of Trustees.

The chairman handed over to the vice chairman for this item as he was personally involved.

a) The following Trustees were due to retire by rotation. Both were willing to re-stand for another 3-year term: Nick Stringer - Chair; Neil Cawthorne – Trustee

The AGM approved their re-election.

b) The following Trustees have stood down at this AGM but are not seeking re-election. Both will continue as committee members: John Hasler, Simon Cox.

The vice chairman paid tribute and thanks and said it was good that they would still be associated. John Hasler was a co-founder, and former Treasurer, and despatched the newsletter, whilst Simon Cox has processed for many years the gift aid claims.

12. Any Other Business.

John Carr highlighted the Heritage Open Days when the public will be able to visit the Atkins shed for a 30-minute tour.

The chairman advised that Gresley BTK 3669 would be moving for its limited stay on the NYMR, including the Autumn Steam Gala, on September 12, 2022.

The meeting closed at 12.15

Gasoliers: An Illuminating Topic for East Coast Joint Stock 189

Bruce Robinson continues his extraordinary story of how he has designed and started making the components for the replica gasoliers in which this instalment concentrates on the research and provision design aspects.

Limited space prevents me from explaining the many facets of the research and design, however the following narrative should provide a flavour of what has been and perhaps continues (to a degree), the challenges posed by a project with bespoke characteristics.

Before progressing to the stage of 'cut metal', the design needed to be nailed down and this required much intense and in depth research. When the originals were made, the designers had a blank canvas i.e. they just had to determine a workable design. We face not just this, but also the additional challenge of ensuring the design emulates at detail level the original fixture – the devil being in the detail.

Despite much research, we were unable to locate any detail drawings of the fixture, although several photographs, had been located. However, these exhibited a limited perspective (not side on) and in some respects, not quite sharp or exhibiting blurring and distortion of clarity. In large part, the essential detail was absent. Essentially, the photographs were not of a sufficiently comprehensive nature to determine an outline of the structure. Further, the images themselves could and did lead to misinterpretation of areas of apparent shadows. There were perhaps more questions arising than answers. This challenge caused a great penalty or constraint, namely time was required for research thinking and problem solving.

During the early phase of the research Hull College indicated a keen interest to participate in the project from beginning to end. It gradually became apparent that I had underestimated the amount of time required within the research phase alone and the type of investigation required to establish the design was not in the portfolio of the college. Thus, it became necessary to intervene and 'get up close and intimate' with the subject in order to develop the essential level of knowledge. Burning the midnight oil springs to mind. This was necessary to provide the building blocks to achieve an accurate design. We didn't want the end result to appear like a modern DIY store view of Victorian – i.e. a vaguely bent pipe adorned with a few random balls!

The existing images I had seen left more questions than answers – the angles left far too many shadows or indistinguishable features.

Night after night was spent continually and repeatedly examining the photographs for potential hints then evidence.

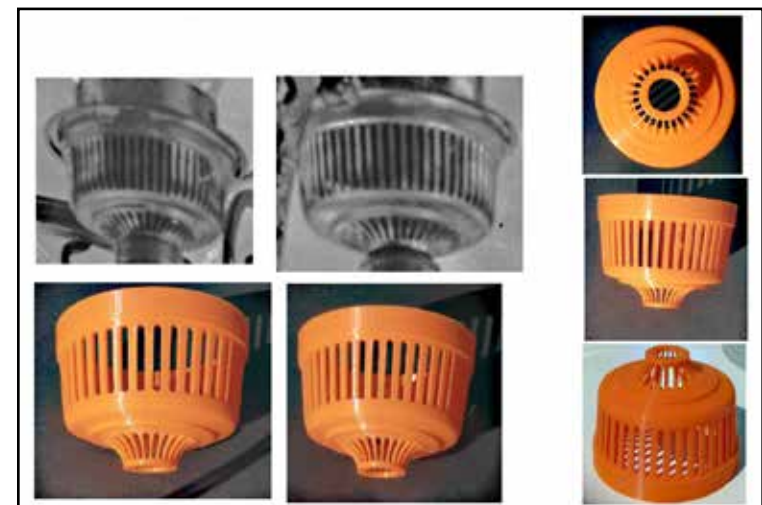
Breakthrough at the NRM

Then one night, a potential breakthrough appeared in the book mentioned in part 1. Seeing the image of the interior of a 1900 ECJS dining carriage, the gasoliers shown were from a slightly different perspective. The hunt was on for the original negative. This led to Dave Cullingworth and I visiting the NRM during October 2021. This was the Eureka moment - viewing the negative on a light box, it was clear that although the image was not the ideal perfect angle, this offered a wealth of detail not present in the images hitherto seen. An order was duly placed to obtain a scanned copy and this arrived in late January 2022.

With a digital copy of the image allied with the ongoing research, it became apparent that the design had been strongly influenced by contemporary North American fixtures. Indeed the design of the carriage and the seating were also of a same influence with some commentators describing the carriages as "Americanised".

By sheer chance, I came across a book held by the National Railway Museum that displayed a gasolier, albeit to a different design however a number of illustrations of the components of this American gasolier were displayed. In particular a number of 'coolie hat' shades with the all important dimension – a discovery that delivered a positive impact in the subsequent design phase as this provided the dimensions of the component.

Images of the orange 3-D printed prototype burner air admission cage compared to a black & white photo.



Inspiration in a pub!

I looked for some photographs taken a number of years ago of a domestic gasolier located in a pub. The NRM image bore a number of similarities to this pub gasolier. This gave me a justifiable reason to spend a good few sessions observing this live gasolier whilst partaking in some excellent ale! The outcome was the revealing of levels of detail that had so far eluded the project.

The repetitive examination of photographs and in particular the 'eureka' image, provided some key technical drivers for some of the design, one for example – rigidity.

One key point related to the engineering required to make the structure sufficiently rigid, something the photographs did not entirely explain, rather hinted at. To test out a theory, a skeletal model from pieces of wood and fibreglass rod was produced to evaluate two possible types of support. This model was duly taken to Pickering and reviewed on site within 189 itself.

Another point relating to engineering driving design (as opposed to the normal converse) was the need to ensure the fixture would be capable of being put together and electrical wiring installed. Whilst a draftsman can design a nut to fit a certain location, the fitter has to make it work. From the repeated examination of photographs and subsequent thinking, it became apparent that one component was identifiable as the foundation of the fixture, this part, loosely termed a knuckle box would be best made straight away (or at the very least a prototype). Here, leisure time spent watching Youtube, led me to contact a Youtube channel by the name of MYFORD BOY. This then led to the production of the component as well as a video clip (available on Youtube) showing the manufacture of the pattern and casting of the component.

By deft manipulation of images of the components and cross referencing against a Great Northern Railway General Arrangement drawing, it became possible to determine the model of the shade, the drawing of which detailed the key dimensions. Bingo, there was



a datum measure to use as a base for further dimensional calculations. After employing a little more technical wizardry, I downloaded a piece of software by the name of TRACKER. Now this little wonder allows one to

The pub gasolier which gave the author inspiration and pointers as to how to make the gasolier replica to go in ECJS 189.

Author of this article and designer of the replica gasolier, Bruce Robinson, holds up the 3-D printed burner air admission cage against the wooden mock-up straddling the gangway in 189. The 3-D printing of this component took over eight hours! Photo: Murray Brown.

calculate distances between objects in a photograph based on a known datum measure. Thus with the coolee hat distance pretty well confirmed (as the datum measure) it became possible to obtain at least some other important dimensions that hopefully would be 'in the parish'.

Gas pipe conundrum!

Although the emergent design was being managed via Computer Aided Design (CAD), in perhaps a hark back to days of old, a further method was employed, that of using sheets of A1 size graph paper with the key spacial parameters embedded. Here, 2D copies of the CAD drawings of various parts were printed out at 1:1 scale and placed over the graph paper and within the parameters. This was also taken to Pickering for a shuffling exercise to take place where the various prints of components were moved around on the graph paper as a means of determining the optimal fit. The process being similar to modelling naval warship engagements!

This does still leave a conundrum in that however one may try, locating the cut-outs of the components within the spatial parameters meant that the curves of the gas pipes would be of a profile that the photographs are not quite in harmony with. This is may be down to the use of wide angle lens on the camera.

We have now reached the stage where prototyping has commenced. This is essentially a controlled gradual build up of a structure, with the inevitable ironing out of problems.

Hopefully, this narrative has imparted the fact that in depth research allied with an incremental process of building up understanding, eventually reaches the point at which a design can finally be nailed down – at least in prototype form, a topic that will be referenced in the next narrative.



Splendour on the Moors



9F 92134 wheels the LNER set towards Grosmont, past Fen Bog, on September 23. Photo: Michael Anderson.

Membership Matters

Donations received up to August 22 are shown below - thank you so much for your generosity and for continuing to support us.

PA Adams; St Neots, CJ Johnson; London, WJ&S Berridge; Grantham, P&A Johnson; Whitley Bay, DL Percival; Knebworth, AM Snowdon; Redhill, CS Thompson; Bishop Auckland, H Robertson; London, TR

Hayward, Maryport, ED Hewson; Barnetby, KE Foster; Scarborough, JS Mills; Doncaster, M Coleman; Crediton, J Seaton; Sweden, J Wilkinson; Middlesbrough, J Hasler; York, G Wells; Redcar, JC Dyas; Harrogate, P Dealtry; Leeds, JS Dawson; Leeds, GC Pettitt; Woking, AF&G Anderson; Peterborough, JP Mottram; Welwyn, AP Butler; Bromley, RP Houlton; Hull, B Pickup; Hove, DC Allen; St. Albans, J Alborough; Eye, PW Small; Haverhill, DA Young; Manchester, DS Williams/M Watson; York, SL&C Rhodes; Selby, RC Sunter; Clitheroe, M Trice; Croydon, DC Fisher; York, JM Kay; Thornton-le-Dale, D Bent; Nottingham, R Cockton; London,

Peter Wilson, Membership Secretary.



Three's a crowd: A remarkable, candid image taken at Kirkby Stephen, Stainmore Railway on August 28, 2022, with three passengers just getting on with life and a superb ride in Brake Third Corridor 3669. Below: 0-4-0ST 1211 *Lytham St Annes* heads BTK 3669 and a Mk.1 out of Stainmore East on the same date. *Photos: Rodney Towers.*

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 Treasurer

Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG
Email: pnw6@sky.com Tel 01423 862553
Adrian Laming, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE
Email: treasurer.lnerca@gmail.com Tel 07855 513526

Stores Manager Trustees

Paul Johnson
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



Show Time!

The A4 wasn't the only star stealing the show at the Autumn Gala. There was much admiration of the six-coach LNER set.



Above: Moorgates, south of Goathland, was a popular photographic point during the gala. The Sunday (25th) saw the A4 paired with the LNER set for the first time. *Photo: Philip Benham.*

Below: Cylinder cocks open as *Sir Nigel* moves away from Levisham on Sunday September 25. Behind the loco is visiting BTK 3669, then the newly scumbled Thompson TK 1623 and the Gresley Buffet 641. Leaning out having a break is Jim Kay who organised the catering with wife Jean, helped by Andy Furness. *Photo: Rodney Towers.*



Above: The S15 slogs past Green End bridge en route to Goathland on September 23, 2022. *Photo: Rodney Towers.*

Left: Because the LNER set was so dirty, LNERCA volunteers specially cleaned it in the carriage 'stable' on September 21. *Photo: Ian Carney.*

Below: Q6 63395 waits for action at Grosmont on September 26. *Photo: Michael Anderson.*



Restoration progress

By Marcus Woodcock.

Thompson Corridor Third (TK) 1623

The Thompson left the Atkins building on the 20th of Sept to be marshalled into the teak set ready for the NYMR gala. A 16-week turnround for re-graining, varnishing, screw replacement and filling, plus re-painting the roof, departure had been delayed for a couple of weeks so that it could be viewed during the national heritage open week tours round the Atkins building in September. Interesting to be able to compare one of our youngest vehicles (1950) to (nearly) our oldest (1894). Visitors were so interested in the work that we are doing. The average tour was taking 40-60 mins rather than the allotted 20mins!

East Coast Joint Stock Restaurant Third (RT) 189

With 1623 complete, more volunteer hours could be used on 189. The reproduction Pintsch gas lights are installed in the pantry and south vestibule, and look superb. Second-hand mouldings from the main saloons are being fitted in the pantry, the dresser is fitted and the various trims are being made and fitted. The attendants' call bell and flag

box are fitted and working and the lead lined sink is under overhaul, the pantry is to be restored to its 1907 condition for display only purposes, thoughts are turning to making a suitably dangerous looking gas boiler to fit over the sink! In the main saloons the new clerestory pillars and cornicing are complete and under decoration, with work ongoing on the new teak window and mirror trims. The gangway extensions are progressing well and the faceplates will soon be ready for a trial hanging.



North Eastern Railway Third Open (TO) 945

This coach is now in the Atkins building, previously under restoration by the NER Coach Group at Levisham. The remaining

The rain on the train falls mainly on the grain: Here is the resplendent rescumbled Thompson TK 1623 after exiting the Atkins shed on September 20. Although there were initial concerns the scumble may be too light in tone, when inserted into the LNER set, it looks to be a perfect match with the accompanying Gresley carriages. Our next Thompson to be scumbled will be the Composite Lavatory (CL) 88339. Photo: Marcus Woodcock.



working members of the NERCG decided it was best to place the coach under the care of the LNERCA for finishing off undercover. Main priority will be to fit a new roof sheet and make the coach waterproof so work can continue outside in the yard. Work needed includes – refurbishing the gangways, rewiring, fitting dynamo and new brake rodding and replacing the bogies with an overhauled pair of Gresley lightweights.

Thompson Composite Lavatory (CL) 88339

The timber body frame repairs are now virtually complete with only a couple of minor repairs to finish. The frame has been painted with wood preserver and primer and the next job will be to fit new knee irons to strengthen the joints. The underframe has been needle gunned and is ready for repainting. The buffer castings are off for cleaning, and new bolts fitting.

Gresley Third Corridor (TK) 23896

The underframe has been stripped of all its departmental modifications and is undergoing needle gunning ready for a repaint.

All the framework repairs have virtually been completed on CL 88339 in the Unit 10 workshop. The doors are receiving attention. New steel cladding is being ordered. Photo: Rodney Towers.



New visitor to Atkins shed

For the first time, there is a 'new' carriage in the Atkins shed. It is far from new, in fact approaching its centenary. North Eastern Railway Open Third 945 was built at York Works in 1924, one of the last NER designs before the newly formed LNER took over. It was bought from departmental use at Leeds by the NER Coach Group. With their numbers dwindling, the two stalwarts, Ray Sowerby and Peter Brumby, have placed 945 in the custodianship of the LNERCA to be finished off. These two gentlemen and their colleagues have toiled for decades, mostly at Levensham, and the interior is a credit to them and an eye-opener. It certainly has the 'wow' factor. The LNERCA has two overhauled Gresley bogies to fit under it. It is likely to be repainted in NER lined plum. **Photos: Marcus Woodcock and Murray Brown.**



All Publicity is Good Publicity

Keeping the LNERCA in the public eye by John Carr.



Your Teak Train needs you!

2022 has been a year with many problems in the way of ensuring our elegant coaches are in the public eye. Uncertainties about days in service, coupled with lack of notice for placing copy with the press, meant that we relied on host railways for the main publicity channels. Over the winter, I will be placing a number of feature articles, not only in the enthusiast press but also in regional newspapers. It is very gratifying that, on social media particularly, we regularly get compliments on our coaches, and if anyone would like to join Dave Cullingworth and myself in using Facebook more proactively and perhaps other channels such as Instagram, please drop me a line - see below.

Come on in

The Heritage Open Days and Steam Gala at the NYMR were most successful. For the Open Days we expected pre-booked groups for 20 minute tours as scheduled by the Railway. It turned out to be rather different but tremendously effective. Marcus' team of volunteers effectively declared 'Open House' and welcomed anyone passing. For most visitors, 20 minutes was not enough as many of our guests were tremendously interested in the how and the why. For most (particularly non-railway enthusiasts) this was inside the vehicles but there was also interest below the solebars too. I shall be surprised if some of our guests don't join and maybe some will even become volunteers. The success of these open days may well lead to LNERCA introducing regular 'at home' events in the Atkins workshop, possibly on Saturdays once a month.

Free to a good home

For the Steam Gala, Murray Brown produced a giveaway booklet describing each vehicle in the LNER train, the buffet car catering provided by Jim Kay and his team of wife Jean and Andy Furness did a roaring trade each day and we had an information and sales display that requires further thought if repeated. Nick Stringer, Dave Cullingworth and myself attempted to get through the train (at times there were so many people standing it was impossible to do this) giving each passenger a free booklet - nearly two thousand were distributed. The exercise was due to be repeated on Monday to Wednesday in the first two weeks of October when the NYMR was scheduled to run A4 4498 with the LNER set on three return trips a day.



You can't get the staff!

LNERCA would like to be able to staff the LNER train every time it runs. This is a daunting task that the current pool of volunteers engaged primarily on maintenance, restoration and administration of the charity cannot manage. Yet our future depends on new blood, either within the membership or recruited from our engagement with the interested public. We seek guides/explainers for every train of the season using LNERCA coaches, and not just on the Moors. If this appeals and you are able to help, please contact john@carruk.net.

LNERCA Fleet Status (updated October 1, 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. Visiting the NYMR.
Gresley TTO 43632	Wirksworth	Being restored for disabled users, due to be complete December 2022.

Special Use LNERCA Vehicles

ECJS RTO 189	Atkins shed	Being restored in Atkins shed, Pickering.
NER TO 945	NYMR	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	Embsay	Running on an occasional basis on the Yorkshire Dales Railway.
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	Barrow Hill	Undergoing repairs and conversion to observation saloon by Rampart and A Daniel.
Gresley TTO 43654	Wirksworth	Overhaul planned to start once 43632 is complete.
Gresley TK 23890	Wirksworth	Stored under canvas.

Make a date with the LNERCA 2023 Calendar

This superb 2023 calendar awaits a place on your wall and, by buying a copy, you will be supporting 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.



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.