

**40th
ANNIVERSARY
YEAR**



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

Newsletter No. 119 November 2019



LNERCA reaches 40 years of age - pictorial coverage of members' special on October 6

- See pages 9-11

Cold War survivor - the life and times of Third Corridor 23896 - next for restoration?

- see pages 4-7

The passing of a legend - an appreciation of Len Clarke, master of painting and lining out

- see pages 12-14



Supported by
The National Lottery[®]
through the Heritage Lottery Fund



Heritage
Lottery Fund





View from the Chairman

The issues we've had this year with two vehicles in our teak set, BTO 43567 and TTO 23956, have clearly demonstrated that the working arrangements between the Association and the NYMR need to be changed. Until now, the deal has been that the NYMR is responsible for the maintenance of the working vehicles once they have been accepted for running on the NYMR after restoration. In reality, the NYMR has neither the

resources nor the skills to do this. In practice only the LNERCA can provide those skills, but we don't have the financial resources to support them. That can only come from a share in the passenger revenue that the NYMR enjoys as a result of use of the teak set on the NYMR. That means, to put it simply, a hire charge.

We are currently having constructive discussions with the NYMR, with the aim of reaching a new Agreement between us which reflects this major change in our business model. Thanks to diligent work by Neil Cawthorne, Marcus Woodcock, Dave Cullingworth and others, we now have a good understanding of what it costs to maintain our fleet. We aim to secure an Agreement which enables us to recover those maintenance costs.

A consequence of this change is that it will enable us to more easily hire out vehicles to other heritage railways if they are not required by the NYMR. The NYMR will of course always be our base and have first refusal, but it means that vehicles like ECJS RT 189 can be hired to other railways if the conditions are right. One mandatory pre-condition in all such cases will be that the vehicle must be stored under cover.

None of the above could happen without the Association being registered for VAT, which I'm pleased to report has now been successfully achieved. Thanks are due to our Treasurer, Adrian Laming, for his work in this respect. For your reference our VAT registration number is 329 963654.

A most generous offer

Coming back to the news in the last Newsletter of the transfer of four of our coaches to under cover accommodation at Spennymoor, I am delighted to report that one of our members has offered £5,000 in match funding towards the restoration of TK 23896. We have 12 months to find the balancing £5,000, which will then give us a pot of £10,000. May I appeal to all members to consider supporting this worthwhile project? – the coach is already semi-restored and it will not require too much to finish it.

Meanwhile also up at Spennymoor work is progressing on both NER TO 945 and CL 88339. The roof of NER 945 has been stripped prior to a new roof covering being installed, and its new set of bogies is progressing well. The CL has had its panels removed on one side, and frame repairs are in progress.

At Pickering, work has continued on no less than five of our vehicles simultaneously. The Association has continued to work on the CCT 1308, ECJS RT 189 and BTO 43567, whilst the NYMR Carriage and Wagon Department has been

FRONT COVER: The embellishments adorning B1 No. 61264 for the members' special on October 6. The wreath was provided by the Thompson B1 Loco Trust to honour the passing of their President, Lord Balfour of Burleigh. We also viewed it as a mark of respect for our friend and colleague Len Clarke who passed away on September 30. Photo: Rodney Towers.

RIGHT: A first look at the LNERCA's Upholstery coach No. 42969 in its Departmental Oxford Blue as it would have carried in LNER days. Photo: Kieran Murray.

working on Buffet Car 641 and RF 42969 (the ex-Woolwich upholstery workshop). Both 43567 and 641 are complete apart from varnishing, and both will return to service next year. The CCT 1308 and RF 42969 will move to the Beck siding at the north end of Pickering station this November. The latter will be resplendent in Oxford blue, the LNER's colour for departmental use vehicles, and therefore in keeping with Pickering's ambience as an LNER station.

Fleet changes

Sadly, I have to report the likely departure of two of our associated service fleet vehicles, probably for a long time. The NYMR apparently have little future use for the Ryedale and the GN saloons, owned by Jim Kay, and both need to be withdrawn from traffic at the end of the 2019 season for repairs. As neither are high on LNERCA's or NYMR's lists for attention, the best solution for their ongoing preservation may be to move them to another railway where the necessary work can be done sooner rather than later. Also, Jim's restaurant kitchen 23890 has also moved away to make room for the shed carriage shed 'stable' works - whether it will return is not known.

There is good news to report from our colleagues at the Hull and Barnsley Railway Stock fund, owners of Hull and Barnsley Railway (H&BR) Carriages 58 and 40, based at Goathland. 58 is of significant historical value to the NYMR, as it was used in some of the very first NYMR service trains. Thanks to a new initiative the Fund has taken in conjunction with Hull College, the opportunity has now arisen to get this vehicle fully restored, by moving it to Hull College, where it will become the centrepiece of an apprentice training scheme. It will also attract film and media work because the college is undertaking to put much of its marketing into promoting the project, and its historical Hull connections. Once it has been restored, it will return to the NYMR, where it can be used as a special 'occasional use' vehicle.

I am writing this on the day after our annual special train, held in conjunction with the Thompson B1 Locomotive Trust. Once again this was a rip-roaring success, and it was a pleasure to see so many of our members and working volunteers on board. This year, to celebrate the 40th Anniversary of our founding by Murray Brown and John Hasler, it was named 'The Quadragenarian', speeches were made at Grosmont, and a 40th Birthday Cake was cut. Long may the Association flourish.

Nick Stringer October 2019



The life and times of Corridor Third No. 23896 - a survivor of the Cold War

By Murray Brown

Third Corridor (TK) No. 23896 is one of two carriages under the wing of the LNERCA which is half-restored, the other being TTO No. 24109. Both are in the queue awaiting completion. No. 23896 is one of no less than six of the former Mobile Control carriages resident on the North Yorkshire Moors Railway which, in the 1960s, were earmarked for use in future wartime scenarios.

This carriage started its working life, courtesy of the Birmingham Railway Carriage & Wagon company, Smethwick, Birmingham, in 1935. Its LNER Diagram number was 115 – one of the more prolific types constructed by, and for, the LNER.

In keeping with most historical carriages, its LNER and subsequent BR life is unknown – a considerable disappointment to carriage restorers. After 13 years, it gained a new number under the Thompson renumbering scheme, this being No. 12328. It duly lost its varnished teak livery, to be replaced firstly with the new British Railway colours of Carmine & Cream, then lined Maroon when the latter livery was introduced in 1955.

A secret life beckons

Following withdrawal in 1961, its strange future was assured when it was selected to be one of the Gresley carriages earmarked for conversion into a Mobile Control train, No. 12328 being one of eight selected for the two four-car sets to be based on the Eastern Region as was. It was actually converted for this purpose in 1962 and became the Generator car for this set. Most of the compartment partitions were removed, but the corridor screen was left in place. It was given a number in the Departmental

A rare picture of TDE 321008 in its secret Departmental guise. It was pictured, most unusually on its own, outside its 'home' of Doncaster Carr depot in September 1978. This was a year before it was officially condemned for the second time in its long life, the first being in 1961 when it was withdrawn from operating stock. Mobile Control carriages were kept hidden away from public gaze and locked out of use. Note the louvres on two doors – these were applied because this carriage was converted to become a generator carriage – the louvres being to ventilate the interior in the event of the generators being in use. Photo: Keith Till, courtesy Departmentals.com

series, this being TDE 321008 and painted black with its windows whited-out. It had become one of the secret and mysterious carriages to be found hidden away out of the public's view.

Those eight Gresley coaches, together with eight others converted for the North Eastern Region, formed the ER and NER mobile control trains, the total of 16 making up four trains of four coaches each. The story of these secret trains goes back as far as 1953 when planning for the eventuality of any future hostilities, included the moving of the district control offices and the construction of replacement static emergency control centres. Four years later the scheme was suspended, but in 1961 the idea was resurrected. A government grant of just under £500,000 was made available for this programme, but when it became evident that the grant would not cover all costs, together with the fact that the Ministry of Transport favoured mobile controls, a decision was made to provide each of the six Regions then in being with two trains apiece, each train costing approximately £40,000.

TTO and TK types converted

The trains for both the North Eastern and Eastern Region were made up of two types of coaches: open seconds to LNER Diagram 186 and corridor thirds to LNER Diagram 115. Each four-coach train contained two vehicles of each Diagram and comprised a generator car (with two diesel generators to provide power for the various equipment for which the coaches were rewired); a stores and mess car; a control and



apparatus car, and finally, an office car. Doncaster Works undertook the conversion of the Eastern Region sets while the North Eastern mobile controls were fitted out at York Works.

The four trains were stabled at York and Newcastle (for the NER) - with the two ER trains at Retford. In the event of their being required for operational use, they were to be moved to pre-planned sites where facilities had been provided. Darlington was the location for the Newcastle-based train and the set at York would have been moved to Hebden Bridge. Of the two trains at Retford, one would have remained there for operational use and the other was destined for deployment in the Eastern Counties.

Officially moved to Doncaster

The Retford vehicles, including TDE 321008, alias 12328, were inspected on February 5, 1968, with a view to assessing the need for remedial work, and shortly afterwards the two sets were moved to Doncaster Works for repairs costing £3,000. Vandalism had taken place while they had been stabled in the open at Retford and, with the desirability of covered storage, efforts were made to find a more suitable site. To that end, Doncaster Carr locomotive depot was selected in December 1968, but it was not until late 1969 that Nos. TDE 321001-08 were moved from Retford as repairs to the roof of Carr Loco were found necessary. In May 1970, a second operational site for one of the former ER sets was selected: this was Hitchin although Letchworth was

also considered.

TDE 321008 was to remain in the confines of Doncaster Carr depot for the next ten years. In July 1979, the world and time had moved on - the Government authorised BR to dispose of the now poor condition and operationally obsolete carriages, with the result that a total of 24 (including the Scottish Region's Gresleys) came on the market. TDE 321008 was officially withdrawn on August 3, 1979.

It was Rick Edmondson, from Resco Railways, who bought TDE 321008 (and TDE 321007, alias LNER 3291). Both remained at Doncaster until 1984 whereupon they were moved to Steamtown, Carnforth.

LNERCA takes ownership

In 1990, Rick Edmondson had changed his plans and talks began with the LNER Coach Association, resulting in both carriages transferring to the Association. TDE 321007 (bought by the Gresley Owners Group) later moved to Starbeck, Harrogate, before arriving on the NYMR in May 1990. The LNERCA had contracted Carnforth Railway Restoration and Engineering Services (CRRES) to undertake a considerable amount of work on TDE 321008, the erstwhile 23896. This included removing the asbestos insulation from the compartments which had housed the two generators and replacing the double doors (part of the carriage's conversion to its secret role) as well as restoring the exterior to varnished teak.

The LNERCA paid a rent to what had become West Coast Railway Company to stable the carriages within the depot, but escalating rental changes reached a stage whereby it could not continue. Agreement was reached with the NYMR to allow No. 23896 to be moved to the NYMR which it did on May 13 2010. This fascinating relic from the halcyon days of the LNER and its static role during the Cold War era awaits its turn for internal restoration.

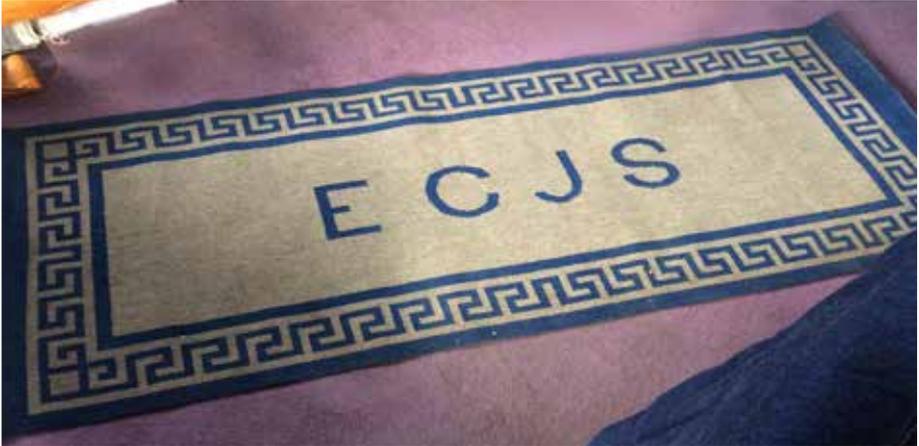
In this respect, there are some interesting developments. Thanks to the kind generosity of a LNERCA member, a sizeable donation towards its repair has been made. The LNERCA is wishing to match this donation which will provide a substantial pot towards its restoration. Don't forget, the bulk of the exterior was completed during its time at Carnforth. This means No. 23896 has a significant start amongst its fellow stored LNER carriages, so will you help, please? Any donations, large or small, will be greatly welcomed and the volunteers are so looking forward to making a start on this carriage which has not carried passengers for 58 years! Let's make it happen again!

Externally restored and a real incentive to complete its restoration, No. 23896 sits in Pickering station yard whilst various spare parts were loaded into it. The date was May 17, 2010. Photo: Murray Brown.



East Coast Joint Stock miscellany

You can't beat a matt finish to your kitchen



We are indebted to Simon Bell who has placed on loan this superb ECJS mat. It was given to him decades ago and came from York Works. It measures 5' 9" x 2' 5 1/2" which is an odd size. We are not sure where it would have been used? Vestibules or maybe in sleeping compartments? The mat is in really good condition and it is hoped to display it with our other ECJS memorabilia. *Photo: Dave Cullingworth.*

We've forked out to acquire these utensils

The Association has been successful in the last two months in bidding for two East Coast Joint Stock forks, both emblazened with the legendary initials. They will go on display in the Atkins shed along with our other ECJS memorabilia.



Photo: Paul Johnson.

Wanted for ECJS Restaurant Third No. 189.

Although No. 189 was only equipped with gas lighting, evidence was found that at some point (over 100 years ago!) it had been fitted with an electric attendant call system. Push buttons were fitted at each table and although nothing of the original system remained there were some remnants of cotton covered iron wire found in the wall.

It is intended to install a replacement system and an indicator box from a Pullman car that has been restored ready for fitting. Based on the system in the GN Saloon, it will also need a bell.

Please have a look in your garages and cupboards to see if you have hidden away an old Friedland D792 or equivalent type of underdome doorbell. It must be an older type which operates on DC (a battery) and not the more modern models that only work on AC.

40 not out - a LNERCA landmark!



The members' special waits in Grosmont station on October 6 ready for its 15.30 departure. The headboard - to be displayed in the Atkins shed - marks our 40th anniversary. How appropriate for a LNER locomotive to haul the train - with thanks to the Thompson B1 Locomotive Trust. *Photo. Rodney Towers.*



Chairman Nick Stringer thanks the assembled guests at Grosmont station. The LNERCA is so reliant on donations from its members and this train is such a great way of meeting and thanking our many supporters. *Photo. Rodney Towers.*

It was a full train - in fact with a large demand from LNERCA members and from the Thompson B1 Loco Trust, every seat was taken. This was the scene in the TTO 56856. We really must have the luggage racks manufactured and fitted!
Photo. Rodney Towers.



40 not out - a LNERCA landmark!



Stars of the event - Maureen Skelton (second right) and her helpers who produced a superb buffet for members on the day.

At £1 per pint, no wonder everyone was in good spirits. Manning the bar was Dave Wellington (Thompson B1 Loco Trust) and Jim Kay who owns the GN Saloon and Ryedale Bar coaches.



Centrepiece on the table was this superb cake of which passengers later partook. Roll on 2029 !



It was a shame the cake had to be cut - wielding the knife is (left) LNERCA Secretary Dave Cullingworth with LNERCA Volunteer Liaison Officer, Marcus Woodcock.

“It will see us out” – and it did

An appreciation of Len Clarke.

The passing of long-standing volunteer Len Clarke on September 30 deprived several organisations of a stalwart volunteer who was renowned for his painting and, particularly lining out. One of these organisations was the LNERCA to whom Len devoted many years of his life. In fact, he started helping with our varnished teak carriages from 1998.

Len Clarke hailed from Norton, near Stockton on Tees and was proud of his north-east ancestry. His home for many years was Holmes Chapel between Stockport and Crewe. His last job before retiring was Sign Writer Instructor at the Manchester College of Building. It was from Holmes Chapel he trekked on so many occasions the 145 miles to Pickering. He would think nothing of starting off from home at 5am so as to be at Pickering for a full day's work, though he did like his siesta after lunch. Len had his own compartment in the Sleeping car, No. 13/14, and it was always a veritable larder of food tins.

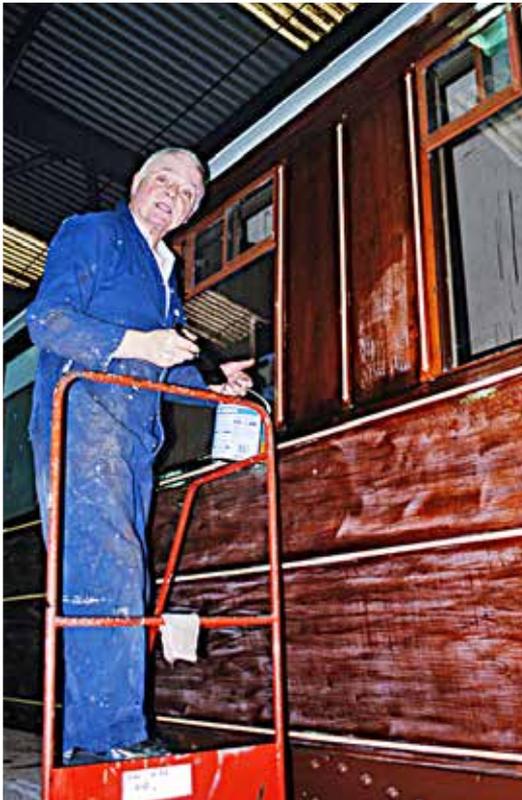
“It will see us out” became one of Len's oft-quoted phrases, a reference to the fact that he sometimes thought fellow LNERCA members were going just a little too far with the never-ending, exacting and time-consuming restoration techniques on our carriages.

But above all else, Len was a jester. He revelled in holding court with an audience, always pleased to hear his countless tales, not only of railway activities, but from other walks of life.

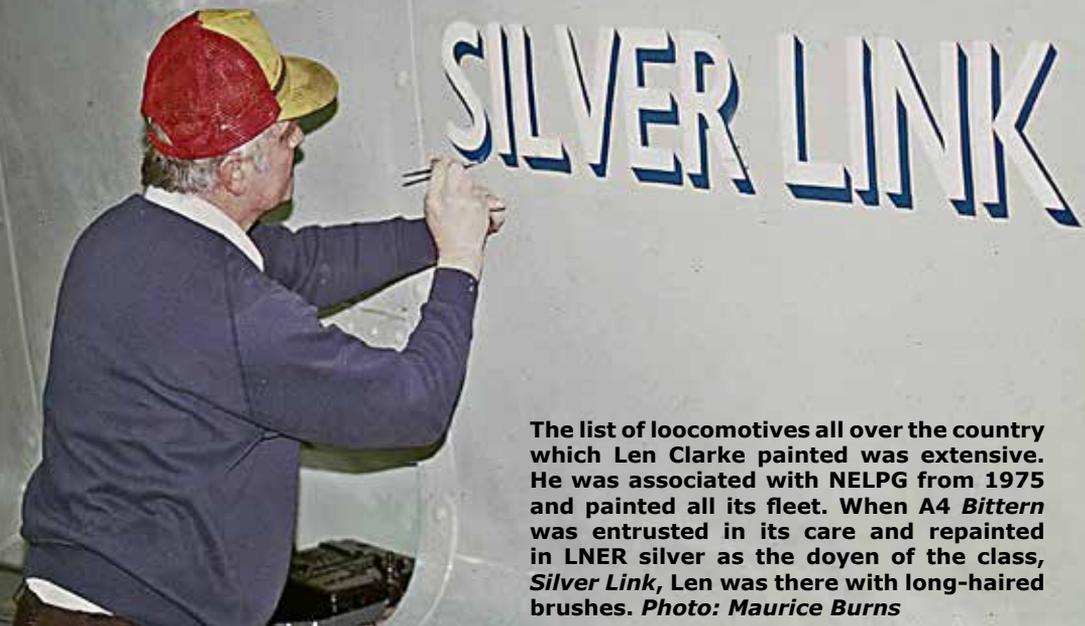
During his National Service, he was stationed at Middleton St George (now Teesside Airport) and he recounted one evening when he had been out on the town he had to get back in, way after hours, running across the runway and avoiding the military police.

One highly memorable tale from his past reduced his railway audience to hysterics and concerned a Viagra tablet and how its effects failed to subside. Grown men were in tears from laughing that evening.

A memorable wind-up was that he arranged with the Pickering Carriage & Wagon Manager at the time, Brian Crouch. He arranged when they had a coach in undercoat he would add in large letters 'Moors Rail' before it was covered in the top



Goodness knows how many gallons of paint and varnish Len Clarke has applied throughout his preservation life. On February 6, 2009, Len was varnishing the top panels on RB No. 641. Ten years on we are doing it again. Photo: Murray Brown.



The list of locomotives all over the country which Len Clarke painted was extensive. He was associated with NELPG from 1975 and painted all its fleet. When A4 *Bittern* was entrusted in its care and repainted in LNER silver as the doyen of the class, *Silver Link*, Len was there with long-haired brushes. Photo: Maurice Burns

coats (it was April). It was then hurriedly painted over!

He liked his pint and favoured the Station Hotel opposite Pickering station. This was the shortest distance from the Sleeping car and he often declined to walk even a few yards further to other hostleries. However one evening Len and his entourage trooped into the White Swan in Market Street. Now Len was, how can I put it, not attired as befitted this upper class hotel and virtually all the tables and seats were taken in the small room with the open fire next to the entrance. Len immediately said "I will get you a seat" and promptly went and sat down, squeezed next to a couple. Within two minutes, the couple arose and left and Len pointed to their seats. Mission accomplished.

Anyone remotely talented enough to undertake lining out has, of necessity, got to be blessed with patience and concentration. It was during the lining out of one of our Gresleys when Len came out with one of his classics. He was carefully applying the turnhead arrows when he turned to the writer and asked what seemed an innocuous question: "Do you want to know the secret of how to paint a straight line?" "OK", came the reply in all naivety. "No sex and no drink", came the answer, accompanied with a wink. That question and answer is still used to this day on unsuspecting observers.

His painting and lining out expertise often saw Len working alone – he clearly liked his own company but others enjoyed his. It wasn't just the LNERCA's carriages he helped renovate, but also the NYMR's Mk.1 fleet. Often at weekends, he latched onto the latest Mk.1 overhaul in the main C&W workshop and began transforming the hulk back towards a state of completion, much to the paid staff's surprise the following Monday.

Len will also be remembered for his many years' service to NELPG with which he became associated in 1975. He got stuck in with painting the Q6 locomotive and all its intricate red lining, putting in countless hours of work, often working past midnight. This was the year of the 150th anniversary of the Stockton & Darlington Railway and the Grand Parade at Heighington. Len's work was on show to some 350,000 visitors. He painted all of NELPG's locomotives including *Blue Peter* when it was in NELPG's custody. He regularly journeyed to No. 5 depot at ICI, Wilton, where NELPG overhauled



With oft-worn woolly hat, the master craftsman applies the transfers to Brake Third Open 43567 on January 31, 2004. Photo: Murray Brown.

their locomotives. On one occasion, he was still painting the red lining to K1 62005 minutes before its handover in March 1986. But it wasn't just NELPG's locomotives to which he applied his long-haired brushes. Crewe Heritage

Centre and the East Lancashire Railway also benefited from his presence. At Crewe, pop mogul Pete Waterman was a fellow kindred spirit. The master painter helped extensively on the East Lancashire Railway's invalid coach. Another location in recent years before his illness struck was the Emsay & Bolton Abbey Steam Railway. Len used to work at Pickering on the Saturday, then on the Sunday morning head to Emsay where he worked on the Autocar project. This was half way home for him after he finished on the Sunday evening. Did you know that Len painted the first Hogwarts Express locomotive red at Crewe? This was the 'West Country' *Taw Valley*.

One of Len's sidelines was producing hand-made 'totem' station signs. He made all those adorning the East Lancs Railway and made private ones in addition. When Len roared into Pickering station car park on his high-powered motorbike, we all thought he looked the part of an ageing rocker when he took off his helmet and revealed his mop of silver hair, but he was far from ageing. In latter years, the bike went and he had the luxury of a Volvo. Sometimes, he had a 20-minute snooze on the way home at Hartshead Services on the M62.

Sadly, Len was hit in recent years by a form of Dementia – Lewy Body. Whilst he seemed fine on the telephone, in reality, his illness precluded him even visiting Pickering, although all his colleagues wanted to see him. His wife of 64 years, Jean, is an accomplished singer with a ladies' group and was often away giving recitals and concerts when Len was beavering away in the Pickering carriage shed. Jean and his family looked after Len when he was confined to home.

We have a saying at Pickering – it's called the 'Pickering Experience'. This embraced all the aspects which made coming to Pickering so memorable, such as a pint or two after a day's graft covered in sawdust, rust and paint; watching 'Match of the Day' in the Sleeping car television room with a cuppa on a Saturday night; a bacon butty on a Sunday morning; stopping to watch the trains leave every hour and, of course, the fantastic camaraderie and banter. Len was an integral part of this 'Experience', especially the latter and, of course, it is now no longer the same since Len stopped coming.

"It will see us out" has unfortunately, and so regrettably, come true, for Len at least. To be remembered as one of life's characters is always a compliment to give someone, and Len Clarke certainly made his mark, not only on locomotives and carriages but with his many colleagues who will remember the jovial craftsman with much affection. To his wife Jean and family - he had five children - the LNERCA committee and other volunteers share their great loss and hope his family take heart that they had a railway legend living amongst them.



Restoration progress

By Marcus Woodcock

Transformation inside of East Coast Joint Stock Restaurant Third No. 189, is taking place, latterly with the cutting and fitting of plywood flooring on top of the floor boards. Note also the plywood panels, painted in Aluminium wood primer, ready for covering the side framing. Visitors to the Atkins shed will also see changes to the external condition of No. 189. The four doors are being made good, those with cracks in the teak panelling having been repaired, ready for varnishing. Another large visual change is the painting of the solebar. When shortened to fit No. 189's body, it was painted black. This is now being repainted in Beech Brown as it should be. A grey undercoat was applied first. All in all, considerable progress has been made on this 125-year old carriage.

Photo: Paul Johnson.



Brake Third Open No. 43567

The new polyester roof covering is now fitted, bedded on with Sikaguard. The roof furniture is slowly being refitted, hampered by the fact that due to space restrictions on the east side (railway side of the shed), work is done only on the west side and then the coach turned to allow jobs to be progressed on the opposite side!

The guard's ducket side now has four coats of varnish and the red lining is being applied. The other side needs some minor repairs to its beading, and the varnish will be applied soon. The solebars are repainted and the footboards are ready for refitting.

Inside, the saloon is back together - vinyl hung, trims fitted and repainted tables on one side. The rest of the paintwork will be tidied over the winter period. The van ceiling is repainted and the walls will be given a refresher coat soon.

Covered Carriage Truck No. 1308

The first set of four end doors have now been extensively rebuilt by Brian Ford. Due to cost constraints it was decided to patch repair the door frames, this has turned out to be like building a model of the Queen Mary from matchsticks. However, Brian has turned out the proverbial silk purse from the sow's ears. By the time you read this the south end doors should be fitted and the north end doors removed for rebuilding.

The side Muck cornices are fitted and new end cornices are made and ready for fitting. These are thicker than the originals so that the rain is channelled further away from the door tops and hopefully keep the contents drier. As usual in restoration projects the north end headstock which externally looked OK turned out to be rotten down the middle - this has now been completely replaced and the steel bottom door fitted.

Mike Faulkner has finished the lettering of the van sides which looks superb.

ECJS Restaurant Third No. 189

Mike Illingworth is steadily progressing this coach. The new plywood floor is fitted throughout and his attention has turned to refurbishing the four outer doors. These need sundry repairs with some new teak panels required.

The pantry attendant's cupboard has new ply walls fitted, Gordon Wells is steadily progressing fitting the wiring looms and switch gear inside.

Bruce Robinson of the H&BR stock fund has produced a prototype Pintsch gas light of the type fitted to the vestibule ends, this looks superb and two have been ordered. For those who think there is a typo, Julius Pintsch (1818-1854) was a German tin manufacturer. This does show our Newsletter is not only informative but educational!



Left: On August 7, Restaurant Buffet No. 641 was brought back to Pickering from LS Engineering's workshop at Warkworth on the Ecclesbourne Valley Railway. A huge amount of body repairs has been undertaken there - rectifying the vandal damage caused in 2017 as well as maintenance work. The Buffet is passing New Bridge signalbox. It was reversed all the way from Pickering station! Photo: Kitola Starr.

Right: RB No. 641 was soon in the main C&W workshop to allow various completion jobs to be undertaken - adjusting the brake gear (the carriage has been fitted with new tyres), machining and white-metalling brasses for the axleboxes and finishing off the varnishing and lining out. The lettering is being undertaken by Peter Whitaker. We plan to have a back in service launch at the start of the 2020 season. Photo: Murray Brown.



Where can't the CCT go? That was the question.



Mike Faulkner's incomplete lettering on the CCT prompted us to ask in the last Newsletter for suggestions as to the missing place. There was a good response, mostly from the 'regulars' at Pickering, so here are the best of the bunch:

NOT TO WORK ON THE FFESTINIOG RAILWAY

NOT TO WORK ON THE BLACKPOOL 'BIG DIPPER'

NOT TO WORK ON THE HS1

NOT TO WORK ON THE 10.00 'FLYING SCOTSMAN' SERVICE

NOT TO WORK ON THE PICKERING-MALTON LINE

The latter is intended to be stenciled on the static maroon GUV to make passing passengers smile, but as for the CCT, sadly, because of the state of its bottom rail framing, it will also not be allowed to work north of Pickering either. It is a CCT going nowhere! Meanwhile, Mike has finished the lettering and, of course, as many knowledgeable folk already knew, this is the answer.



Sales Stand

Your chance to get a bargain and support the LNERCA

We have just had a successful sales stand at the NYMR Autumn Gala, and this follows the earlier event in the year at the Yorkshire Wolds Railway exhibition to which we were invited and to which we are invited again next year. A number of people have donated books, model railway items and a collection of die cast road vehicles which we have almost sold out of at these events, so we would appreciate any similar donations of surplus items you may have all for a good cause.

I am also keen to know of anyone who enjoys wood work carving, whittling, lathe work etc who may be interested in their spare time to make items for us to sell out of teak off cuts and old recovered teak that has no further use in coach restoration. The paper knives that used to be made for us were a steady seller but other products are possible, it's down to someone's inventiveness. Please get in touch if interested.

Russ Whitwam, Sales Officer

A delightful picture showing the LNER set in operation - it was forming the 16.30 Grosmont-Pickering service on September 8 this year. The newly restored class S160 No. 2253 was in charge. The train is passing Moor gates, with the listed Stephenson's Bridge in the foreground. This was on the formation of the original Whitby-Pickering Railway until the Deviation line was built. Most regrettably from the LNERCA's perspective, the first two carriages which are owned by Jim Kay, the GN Saloon No. 43087 and the Ryedale Restaurant Car No. 43654, will be leaving the NYMR. The Railway's management does not have the resources to undertake repairs. The GN Saloon is, it is believed, the oldest (110 years of age) passenger carriage in the country in daily use. *Photo: Gary Lyne.*



Secretarial Synopsis

By Dave Cullingworth

Committee Meeting held on Sunday 20th October

7 Trustees and 3 Committee Members present.

- 3-phase had been installed into the Atkins shed. Marcus and Gordon are looking at a suitable compressor. Two volunteers have kindly agreed to part fund this and it was agreed that the LNERCA meet any gap in the cost.
- New membership leaflet finalised with VAT and new Charity numbers. Larger print run to be done to include with 'Moors Line' distribution.
- BTO 43567 overhaul should be completed during the winter. Rather than be put straight outdoors, the NYMR would be approached as to whether could spend most of the winter under Pickering station roof. (*Post meeting note - this has now been agreed.*)
- It was approved to buy fully refurbished door latches for RT 189.
- Drawings or pattern needed for door tread plates on RT 189.
- RB 641 - business case being produced detailing full benefits of re-instatement of Stills boiler.
- The LNERCA section in the NYMR archive room was gradually being audited and the collection consolidated. Many books that had been donated and not relevant were being sold. Many drawings needed cataloguing.
- A launch ceremony was being planned for RB 641 early next season.

Social Media

Facebook Page now has 1306 followers and often generates messages and enquiries. Twitter is doing less well but followers is now up to 95, not quite reaching my target of 100 by the summer.

Membership Matters

We have continued to receive donations and all these are gratefully received and go 100% towards our restoration projects. These are donations through the membership account up to 15/10/19:

D Hewson, Barnetby; RP Houlton, Hull; B Pickup, D Bent, Nottingham; R Burns, Falkirk; GR Hodgson, Royston; MD Gill, Wilmslow; DA Young, Manchester; C&S Rhodes, York; J Hasler, York; W Berridge, Grantham; JC Dyas, Harrogate; CG Grove, Yelverton; SM Torres, Goole; DC Fisher, York; KN Scully, Lincoln; T Naylor, Whitby; M Braithwaite, Leeds; RDE Brown, London; MDH Pepper, Bournemouth; C Manning, New Zealand; K Richardson, York; JR Anderson, York; DJO Caffal, Huntingdon; Lawson Little, Newark; Steve Hoather, York; JCH Nettleton, Stockton-On-Tees; J Hunt, Woodbridge; MT Dawson, Duns; R Skelton, Canada and MC Gwilliam, Malton; R Burns; J Hunt; D Wrottesley, M Jewson; C Appleby; J Pearse; A Anderson; A Barton; A Beckett; A Marsden; A Middleditch; Alan Snowden; C Hall; D Griffiths; D Sunderland; D Wood; Dr Thompson; E Taylor; G Cassidy; G Nodes; J Barry; J Carr; J Maxim; K Foster; L Copley; Mark Allatt; Malcolm Brown, Heworth; Messrs Hove, , Jewson; M Chapple; Nick Stringer, Staveley; P Dew; R Hill; R Thompson; Rodney Towers; S Cox and S Jenkinson . **Thank you all so much.**

Peter Wilson, Membership Secretary.



Who's who? - LNERCA Trustees

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

Chairman & Editor Nick Stringer, Staveley Mill Farm, Staveley, Knaresborough, North Yorkshire, HG5 9LE
Email: nickstringer701@btinternet.com Tel 01423 340331.

Vice Chairman Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY
Email: murraythemint@ntlworld.com Tel 01733 578000.

Secretary Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB Email: dcull641@gmail.com Tel 01439 771758.

Sales Officer Russ Whitwam, 54 Water Lane, Farnley, Leeds LS12 5LX
Email: russ.whitwam@gmail.com Tel 0113 255 3964.

Membership Secretary Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG
Email: pnw6@sky.com Tel 01423 862553

Gift Aid Officer Simon Cox.

Treasurer Adrian Laming, Southernwood Cottage, Chapel Yard, Welburn, York YO60 7DZ Email: treasurer.lnerca@gmail.com
Tel 07855 513526.

Trustees Gordon Wells, Paul Johnson, John Hasler, Neil Cawthorne.

Committee Members

Restoration Advisor Andrew Daniel Email: andrew.c.daniel@googlemail.com
Tel 07778 316900.

Volunteer Liaison Officer Marcus Woodcock, 14 School Lane, Bempton, YO15 1JA
Email: marcus.woodcock@yorkscoast.plus.com
Tel 01262 851268.

Archivist Dave Jobling, Email: Humourist@iname.com

Stores Manager Mark Stovold, Email: mark_stovold2@btinternet.com

LNERCA VEHICLES	LNERCA Rolling Stock Fleet	STATUS
NER LC 1111	York, 1890	Stored Stainmore Rly
ECJS RTO 189	Doncaster, 1894, to Diagram 25	Under restoration
NER RFO 2118	York, 1922, to Diagram 204	In store unrestored
Gresley BCK 10178	York, 1924, to Diagram 34	In store unrestored
Gresley RF 42969	Doncaster, 1929, to Diagram 10C	Upholstery workshop
Gresley TK 23896	BRC & W, 1935, to Diagram 115	In store, partly rebuilt
Gresley BTO 43567	York, 1935, to Diagram 191	Undergoing revarnishing
Gresley TTO 24109	BRC & W, 1936, to Diagram 186	In store partly rebuilt
Thompson BG E110E	York, 1948, to Diagram 344	In store
Thompson TK E1623E	York, 1950, to Diagram 329	In service
Thompson CK E18477E	York, 1950, to Diagram 328	In store, partly rebuilt
Thompson CL 88339	Cravens, 1947, to Diagram 338	In store under repair
Fish Van E75169	Faverdale, 1949, to Diagram 214	Under restoration
CCT E1308E	York, 1950, to Diagram Y006	Under restoration
ASSOCIATED VEHICLES		
NER TO 945	York, 1924, to NER Diagram 155	Under restoration
Gresley TK 3291	Met-Camm, 1930, to Diagram 115	In store unrestored
Gresley BTK 3669	BRC & W, 1930, to Diagram 114	In service Stainmore Rly
Gresley TTO 43632	York, 1935, to Diagram 186	In store unrestored
Gresley TTO 56856	York, 1935, to Diagram 186	In service
Gresley SLT 1299	York, 1930, to Diagram 109	In store unrestored
Gresley TK 3857	York, 1936, to Diagram 155	In store Stainmore Rly
Gresley RB 641	York, 1937, to Diagram 167	Undergoing revarnishing
ON LOAN FROM THE NATIONAL COLLECTION		
Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	Awaiting repair