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**Newsletter No. 111**

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# LNTERCA TRUSTEES.

Registered Charity No: 1095337

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## LNTERCA Rolling Stock Collection

### LNTERCA VEHICLES

NER Luggage Composite 1111  
ECJS RTO 189  
NER RFO 2118  
Gresley BCK 10178  
Gresley RF 42969  
Gresley TK 23890.  
Gresley TK 23896.  
Gresley BTO 43567.  
Thompson BG E110E.  
Thompson TK E1623E.  
Thompson CK E18477E.  
Fish van E75169  
Covered Carriage Truck E1308E

Built York 1890  
Built Doncaster 1894 to Diagram 25  
Built York, 1922 to Diagram 204  
Built York, 1924 to Diagram 34  
Built Doncaster, 1929, to diagram 10C  
Built B.R.C. & W., 1935, to diagram 115.  
Built B.R.C. & W., 1935, to Diagram 115.  
Built York, 1935, to Diagram 191.  
Built York, 1948, to Diagram 344.  
Built York, 1950, to Diagram 329.  
Built York, 1950, to Diagram 328.  
Built Faverdale, 1949, to Diagram 214  
Built York, 1950, to Diagram Y006.

### Status

stores vehicle  
*under restoration*  
in store, unrestored  
in store, unrestored  
upholstery workshop  
in store, partly rebuilt  
in store, partly restored  
**in traffic**  
In store, partly restored  
**in traffic**  
*under restoration*  
*under restoration*  
stores vehicle

### ASSOCIATED VEHICLES

NER RTO 945  
Gresley Invalid saloon 43087.  
Gresley TK 3291.  
Gresley SLT 1299.  
Gresley BTK 3669.  
Gresley TTO 43632  
Gresley TTO 43654  
Gresley TTO 56856  
Gresley TTO 24109.  
Gresley TK 3857.  
Gresley RB 641.  
Thompson CL 88339.

Built York 1924 to NER Dia 155  
Built Doncaster, 1909, to GNR Diagram 10.  
Built by Metro-Cammell, 1930, to Diagram 115.  
Built York, 1930, to Diagram 109.  
Built B.R.C. & W., 1930, to Diagram 114.  
Built York, 1935, to Diagram 186.  
Built York, 1935, to Diagram 186.  
Built York, 1935, to Diagram 186.  
Built by B.R.C. & W., 1936, to Diagram 186.  
Built York, 1936, to Diagram 155.  
Built York, 1937, to Diagram 167.  
Built Cravens, 1947, to Diagram 338.

under restoration  
**in traffic**  
in store unrestored  
in store, unrestored  
**in traffic**  
*in store, part restored*  
**in traffic as RF**  
**in traffic**  
*in store, part restored*  
*in store, part restored*  
in traffic  
in store, awaiting repair

### ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956.	Built by Metro-Cammell, 1936, to Diagram 186. in traffic
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The LNTERCA Newsletter is produced on behalf of the LNTERCA by the editor, Roger Melton. Views expressed in the Newsletter are not necessarily representative of Association policy.

# DONATIONS

Since Newsletter No. 110 was published we have gratefully received donations (in some cases, more than one) from the following members:

L.Sills; R.P. Houlton, Hull; B. Pickup, Hove; R. Burns, Falkirk; T. Perks, Louth; G.R. Hodgson, Royston; D. Fisher, York; C. Manning Christchurch N.Z.; J. Hasler, York; D.J.O. Caffall, Huntingdon; R.D.E. Brown, London; D.A. Young, Manchester; M.D.H. Pepper, Bournemouth; M.A. Shepherd, Pocklington; K. Richardson, York; W.J. Berridge, Grantham; G Fairfield, Sunderland; L. Little, Newark; J.R. Anderson, York; D & J Gibson, Redcar; S.J. Hoather, York; K.S. Gardner, Romford; D.J.A. Young, Bangor; D. Williams, York; M.T. Dawson, Duns; J. Wood, Royton; P.W. Small, Haverhill; R.H. Towers, Harrogate; B.N. Ford, York; W.E. Colver, Sheffield; J. Hunt, Woodbridge; D.W. Waldram, Leicester; B. Curtis, Bishops Stortford; M.H. Rush, County Wexford.

We are always pleased to receive donations towards either specific projects or for general purposes - please send them to either the Treasurer or the Membership Secretary. Donations can also be made online via the Association's PayPal account. Please advise what you are donating towards, wherever possible.

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## Editorial

A bit of a thin issue this time, I'm afraid, due to a combination of lack of contributions and a desire to get it out reasonably on time. That doesn't mean that there isn't a lot going on, though, these are busy times and there should be some good news to report in the next issue.

### Important Membership Information.

The General Data Protection Regulation will come into force next May and changes how charities are able to obtain information from people, how it is held and processed.

For LNERCA there is little practical change except that in most cases it is necessary for charities to ensure that people give explicit permission (and that this is retained) for their information to be collected and used. This, in effect, happens every year with those members who renew annually although members will notice changes to the renewal form to formally accommodate this. For most other membership types information will have been supplied by members at the time of their application but the original forms are not retained.

In order for LNERCA to be able to comply, most members who do not renew annually will need to provide this information together with approval for the information to be used in maintaining their membership. If this is the case then you should receive with the newsletter a form for this purpose. It would be a great help if you could fill in all the details you wish to provide and return it to me either by scanning and email, or by post.

A note about telephone numbers, we do not routinely use these for communication, however if they are provided it is helpful in the event of queries. An email address has a similar use but may very occasionally be used to advise members of short notice events. An email version of the newsletter is available in lieu of the printed version and this greatly reduces costs, please indicate if you would prefer the email version.

I do not anticipate that any of the above will change how we communicate with you or how we use your information to maintain your membership, this will simply allow us to be able to demonstrate that we have your permission to retain your details.

Thank you for your support in this matter.

Peter N Wilson., Membership Secretary.

Front cover: 76079 (masquerading as 76038 for a photo charter)

Photo: Rodney Towers

## Chairman's Comments

*Nick Stringer*

Since the last newsletter the Association has been inundated with messages of sympathy and support following the vandalism attack on the teal set. The incident has really struck a nerve, not only with members, but also the general public, and it is very encouraging to know that there are so many people supporting our aims and activities. The good news is that all of the set is now back in traffic, with the exception of Buffet Car 641. This is likely to be out of service for some time, as the opportunity will be taken, whilst it is under repair, to carry out some long overdue maintenance. This work is the responsibility of the NYMR, who intend, with our agreement, to subcontract it out to a third party off the railway.

Aside from the vandalism, the other recent setback that we have encountered is that it has now been verified that we cannot use the Fox bogie wheelsets as they are, without either re-tyring them or finding another alternative. Nil desperandum. We will temporarily use the completed Gresley bogies destined for 945 under 189, whilst we save up the necessary funds to pay for re-tyring the Foxes. The 945 bogies have passed an inspection by Kieran Murray from NYMR carriage and wagon with flying colours, and they will shortly be returned to Pickering.

Once back at Pickering, the 945 bogies will go under the ex-Perth underframe, and it will not be long now before we are ready to move 189's body on to that underframe. That in turn will release the set of bogies currently underneath 189's body, which appear to be in very good condition, and only requiring a light overhaul, which we will commence at Shildon as soon as they can be transported up there. The net upshot is that we will still have two good sets of bogies for our two historic dining cars, 945 and 189, and once we have the Fox bogies finished, one of those sets will become spare. That will be a first for the Association – a spare set of fully overhauled Gresley bogies!

Looking to the medium term, it is clear that both 189 and 945 are going to be two of the best restorations ever carried out by the Association and our members. The quality and the detail of work going into 189 has to be seen to be believed, and I would strongly encourage all members to have a look in the Atkins shed on your next visit to Pickering.

### **Special train October 7th**

As you will read elsewhere in this Newsletter, the special train planned for October 7<sup>th</sup> went ahead as planned, and it was a pleasure to see so many members on board. A key reason for running this train is a way of thanking our many members and supporters for all their donations, as well as the working volunteers who do such splendid work on the coaches.

This is the third time such a special train has been run on the NYMR, and the very high standard of catering was appreciated by all. It is hoped shortly to confirm that this will be an annual event.

## **40<sup>th</sup> anniversary celebrations in 2019**

As mentioned in the last Newsletter, the year 2019 will be our 40<sup>th</sup> anniversary, and now is the time to start planning for it. We are particularly interested in contacting founding members, so if you were a founding member, please would you contact our secretary Dave Cullingworth?

Obviously, the top priority is to get both 189 and 945 in running order, but it would be nice also to have a special weekend on the NYMR, for which we might hire in some interesting carriages. On the other hand, doing that costs money, and what we really need to do is make money from such an event rather than spend it. All legal and profitable ideas will be considered.

## **Restoration News**

*By Marcus Woodcock*

### **East Coast Joint Stock RTO No. 189**

The replacement of the clerestory lights (windows) is now about 75% complete, These are a complicated design made of small pieces of timber with many joints seemingly destined to leak water! Either side of each light is a 7" vertical pillar secured with a mortice and tenon joint, the mortice in the bottom rail is ½" deeper than its mating tennon, thus any small crack in the joint allows water to fill the void causing the bottom rail to rot from the inside, this 1894 design fault has taken many hours work to rectify with the replacement of approximately 40% of the bottom clerestory rails. All the mortices have been drilled and pumped full of epoxy resin glue to prevent any further water ingress and strengthen the joint.

The clerestory windows have a coloured and floral etched opening fanlight on the inside with a central angled plain glass rebated into a bottom moulding which deflects water outside, and a plain exterior outer glass secured by beads which finish ½" from the bottom rail allowing a ventilation gap. The interior opening fanlights survive but have been robbed of their brass hinges, locking catches and stays. Hinges and modern catches have been sourced, the stays are no longer made but Paul Johnson has made some experimental stays which we hope to have made in brass.

The teak panels on the clerestory sides which support the torpedo ventilators are re-fitted and new half round beadings bedded on with mastic.

The new floor rails which support the partitions are now tenoned into the bottom sides and knee irons fitted on each side of the joint, the floor boards are supported on rebates either side of the rails. The floor area is now much stronger with less spring in the floorboards. When the pantry was added one partition was moved to form the new corridor vestibule and was hacked about to fit around the knee irons already fitted to the body side pillars, these irons have been removed and timber planted onto the partition edges which are now correctly profiled to give a snug fit against the pillars.





Marcus Woodcock

Top: Repairs to the clerestory are nearing completion and it is being reglazed, with careful attention being paid to sealing the glass.

Bottom: Repairs to the body frame are almost complete, with new steel knee irons replacing old corroded one and a new bearer inserted to take the weight of the compartment



Marcus Woodcock

Now that the partition has been reinstalled it is helping to support the clerestory. roof the sliding door and its screens are being fitted.

Repaired or replaced slightly wider top panels are now fitted to over half the East side to replace the existing too narrow panels, with the covering mouldings made and fitted.

Our hardworking team of varnish strippers deserve a mention, they have painstakingly cleaned off all the old finish from the interior matchboards, droplights, blind covers and exterior mouldings, this has taken over a year and is ongoing but the end is in sight!

Mike Faulkner has overhauled all the components which will make the main saloon windows magically rise when the securing catch is released, he has rigged up a window which works remarkably well. We presume that this 1894 design feature allowed a cool breeze to quickly refrigerate the diners lunch, encouraging a rapid consumption rate and an early return to their seat in the train to allow for a second sitting!

A useful contact was recently pointed our way by Tim Robbins, formerly of VSOE, in the form of a manufacturer of reproduction carpet strip of the type found in the centre of 189. Perhaps this will one day lead to the finishing touch for 189 being manufactured. In the meantime, if anyone would like to research the pattern of the carpet found in 189 and has a good magnifying glass we have some pictures you can study! Also, please get in touch if you would like an ECJS stair carpet, as the minimum order run of 50M will leave plenty spare for resale!

## **Thompson TK No. 1623**

All 28 larger armrest brackets have now been fabricated and painted, ready to have the armrests refitted to the seven compartments of TK 1623. We now have to manufacture a further batch of shoulder lights to replace those smashed in the vandalism attack.

## **LNER-designed Fish Van E75169**

Eight M20 bolts have been ordered to allow the refitting of the brake gear hangers. It is now the intention to remove the four springs and send them to Owen Springs Ltd., Rotherham, to ascertain condition, i.e. whether they are in need of total replacement or merely re-tempering.

DC Engineering they have committed to completing the welding on the underframe by the end of 2017 , clearing the way for the body reconstruction to begin.

## **Workshop**

The junior volunteers duly arrived in August and kindly repainted our workshop in green and cream. It now only requires its black line to separate the colours and a pair of suitable barge boards on each end and we can call it finished! That's the outside , at least, we still need to get the interior into a fit state where it can actually be used as a workshop, ideally as a relatively dust-free area for preparing and painting interior components.

## **LNERCA special train**

On October 7<sup>th</sup>, for the third year running, LNERCA ran a special train for members between Grosmont and Pickering. Started in 2015 to launch the then newly restored Gresley BTK3669, and operated again in 2016 to mark the entry into service of Thompson Third Corridor No. 1623, the NYMR kindly agreed to the running of another LNERCA members special this year, at no cost to the Association.

LNERCA is extremely grateful to its many members and supporters who willingly and repeatedly make donations, and of course to the working members who give up their free time to voluntarily work on restoring our coaches. This event was a way of saying 'thanks' – a complimentary trip to Grosmont and back in the LNER carriages – complete with LNER locomotive B1 61264 up front.

### **Standing room only**

Whether word had got around since a year ago, but this year's special was almost oversubscribed – just a handful of seats left. In fact, there were no less than 180 on board, including several LNERCA committee members – who duly stood most of the way.

As well as members of the LNERCA, it was good to welcome many members of the Thompson B1 Locomotive Trust. Thanks to the Trust, we had a complete LNER train – except we had to pretend 61264 was Apple Green.

With the Gresley Buffet Car 641 out of commission awaiting maintenance and repair to the vandal damage, and Gresley Brake Third Open 43567 deputising for Pullman Car No. 79 (away from the NYMR for serious welding repairs), the rake was limited to six carriages: BTK 3669, TK 1623, TTO 23956, TTO 56856, RF 43654 and GNR saloon 43087.

### **Dining at its best**

In addition to the train ride, a lunch buffet was provided which attracted much praise from the passengers. With buffet car 641 out of action, it was quite a challenge to serve the food from GNR saloon 43087, whilst using the bar in RF 43654 for drinks. It was organized by Maureen Skelton and Jim Kay, and they managed to cater for no less than 130 passengers, which is believed to be a record number of 'diners' on the NYMR.

### **Luminaries at large**

Notables in the train included the Thompson B1 Locomotive Trust President, Lord Balfour of Burleigh (and Lady Balfour). It was the present Lord Balfour's father who was Chairman of Lloyds Bank and a director of the LNER and after whom a B1 was named – No. 61246. The current Lord Balfour (Robert Bruce) owns the nameplate given to his late father. Also on the train was TB1LT member Jack Smedley from Derby, aged 100. He, like Lord Balfour, was sat, appropriately, in our unique Thompson TK 1623 enjoying the delights of their Thompson locomotive. We also had on board the Editor of the Whitby Gazette, Ed Asquith, who is also Editor of some of the surrounding towns' papers included in the Johnson publishing empire. He is keen to publish several stories associated with these wonderful vehicles of ours.



The fact that the train was full helped make the event even more special – there was a distinct ‘buzz’, and it was evident all passengers had a great time. Several availed themselves of something you cannot do on the ‘big railway’ – stand by an open window enjoying the sound of that superb and highly appropriate locomotive at the front. The LNERCA committee would like to sincerely thank the Thompson B1 locomotive Trust for making 61264 available - and long may it stay on the NYMR.

### **More please**

Subject to the blessing of the NYMR, it is planned to continue this as an annual event, but it may be 2019 before we are back up to eight carriages with the inclusion of RB 641 and BSO 43567. Although making money for the Association is not the main purpose of the exercise, it is nevertheless pleasing to report a net income of some £1,300 on the day, helped by some very generous donations from one or two of our members.

Next year’s event will probably be held on the same weekend as this year, i.e. the Saturday after the Autumn Gala, but this is of course dependent on the NYMR’s timetable. As soon as we have more information it will be published in the Newsletter. Meanwhile, thank you to all members who came and enjoyed the day.

## **Carriage Restoration TV Programme**

Watch out for a forthcoming Channel 4 documentary following the restoration of three vintage railway carriages, including one of particular interest to LNERCA members, an ECJS vehicle belonging to one of our members, Peter Lund, and based at Llangollen. The other coaches in the series include one at the Isle of Wight Steam Railway and a Royal Saloon belonging to Stephen Middleton.

The LNERCA were not approached to take part in the series but that is probably just as well. There would have been a strong temptation to take part, but the film company’s timetable and deadlines would have been impossible for us to meet with the resources at our disposal.

## **NYMR Carriage Shed**

It’s official! The NYMR has launched its “Yorkshire’s Magnificent Journey” Appeal, its bid for matched funding to allow its HLF -funded project (which includes the proposed Pickering carriage shed, to proceed. It has to be said that the form of “dutch barn” building proposed by the architects came as something as a surprise to many of us and is really not what we were expecting, particularly given its obvious lack of security, in the light of recent events but we are lobbying to see the plans modified to provide more enclosure and security for the coaches to be stabled within it.

## Sales Items

Steam & Teak DVD 73mins £10.00 \* Reduced! \*

A Tale of Two Hearts 60mins £10.00

NYMR LNER Gala 2008 Two disc DVD, 150 min, £10.00

Little & Large—NYMR Two disk DVD, 133min, £10.50

Teaks on the NYMR DVD £10.00 \* Reduced! \*

Season of Steam (1991) DVD £10.00

A Year on the Moors (1990) DVD £10.00

LNERCA T Shirt Blue (S, M, L size ) £8.50

LNERCA Sweat Shirt Blue (S,M,L, XL sizes) £16.50

**New! LNERCA Mug:** £5.00 each + £2.60 p & p

22118 mugs £7 + £2.60 p & p.

Steaming Around Britain 2014 4 disc set DVD £22.99 or Blue-Ray £25.99

Please add £1.50 p&p per order. All items from Russ Whitwham, 54 Water Lane, Farnley, Leeds, LS12 5LX.

**Latest!** LNERCA lapel badges. Proclaim your support for the LNERCA for just £4.00 each, plus £1.50 p & p.



## DATES FOR YOUR DIARY

Working Weekends at Atkins Building unless otherwise stated. All members welcome, we'll find something for you to do whatever your ability! Not only that, we have a heater in the Atkins building, so even in the depths of winter you will remain warm and dry!

In addition, Marcus Woodcock is at Pickering on Thursdays most weeks and some other days of the week as well and welcomes assistance. Contact him on 01262 851268 to arrange to meet him there.

Working Weekend	16/17th December
Working Weekend	20/21st January
Working Weekend	17/18th February
Working Weekend	17/18th March
Working Weekend	21/22nd April

### The need for a Will

As most members are aware, a great way of helping LNERCA, without costing you a penny right now, is to leave a legacy to LNERCA in your Will, thereby helping to ensure that more of our wonderful collection of carriages gets to be restored. Yet, astonishingly, approximately one third of people in England die without leaving a Will. If that happens your property and possessions will be divided among your surviving spouse, children, and possibly other relatives in whatever manner the law specifies. You will not have a chance to give property to non-relatives or to exclude relatives. Additionally, if you have no relatives, your property will go to the state rather than to a friend or charity of your choice such as LNERCA.

If you haven't already made a will, and would like to consider leaving a legacy to LNERCA, it's not that big a task. Online, there are many firms offering a free or low cost service for writing a simple will, as an Internet search will reveal.

On the other hand, if you have already made a will, but want to change it to include a legacy to LNERCA, the procedure is simple. You need to write a Codicil to your Will, which you then keep with your will.

If you would like a Codicil form then please contact me directly by e-mail at [nicktringer701@btinternet.com](mailto:nicktringer701@btinternet.com) or on 01423 340331 and I can provide you with one either by e-mail or by post.

Nick Stringer, Legacies Officer

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**Next Newsletter:** Newsletter 112 is planned to appear in early February - All contributions will be gratefully received and should be sent to the Editor by the end of January. Please submit any text in electronic form by email (preferably in MS word format).



Marcus Woodcock

189 is very unusual (to modern eyes, at least) in that it has droplights in the main body, rather than just in the doors. They must have made for a potentially draughty and grit-filled meal if used with any degree of enthusiasm! The mechanisms for raising/lowering and holding these in place seem to have been of American design and are having to be replicated.

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