



COACH  
ASSOCIATION



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY



**Newsletter No. 112**

**February 2018**



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|                           |   |
|---------------------------|---|
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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*  
*under restoration*

### 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*  
awaiting repair  
in store, awaiting repair

### ON LOAN FROM THE NATIONAL COLLECTION

|                    |   |
|--------------------|---|
| Gresley TTO 23956. | Built by Metro-Cammell, 1936, to Diagram 186. <b>in traffic</b> |
|--------------------|---|

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. 111 was published we have gratefully received donations (in some cases, more than one) from the following members:

The first of these were held over from the last issue due to lack of space:

M. Brown, Gateshead; M. Shepherd, Pocklington; D.W. Wood, Guisborough; S. Cox, York; G.Cassidy, Stockport; L. Copley, Robin Hoods Bay; Grace Nodes, Sutton on the Forest; M.C. Allatt, London; A.N. Barton, Burton-on-Trent; A.Snowdon, Redhill; A.J. Middleditch, Hitchin; D. Griffith, Wakefield; J.J. Maxim, Ipswich; N. Stringer, Knaresborough; M. Chapple, Darlington; A.T.W. Marsden, Darlington; E.Taylor, Hunstanton; A.F. Anderson, Peterborough; C.J. Hall, Tadlow; R.A. Hill, Bewdley; A.R. Beckett, Bristol; Dr. M. Thompson, Hull; S. Davison, Hull; A. Rogers, London; J. Barry, Letchworth; J. Wilkinson, Nunthorpe; M.A. Jewson, Leeds; Mrs. Hughes (via CAF); Angus; Manager of Station Hotel, Pickering; Gresley Society Trust; Northallerton Area Group NYMR; J. Preston; E.D. Hewson; R. Cockton; Jim Kay, Blackpool; Charles Appleby; Doreen Williams, York; S. Mason, Shildon; P Lund, Chester; M. R. Proctor, Newcastle upon Tyne; J. P. Broadley, Leeds; N. Wilson, Brough; E. W. Coates, Darlington; D. Jobling, York; P. Waite, Whitby; W. Berridge, Grantham; R. C. Irons, Benfleet; A. N. Carmichael, Leeds; J. Wilkinson, Middleborough; E. C. R. Sykes, Whitby; A. M. Snowdon, Redhill; C. H. Moran, Hessele; C. J. Binks, York; J. G. Gurnett, Dunstable; J. M. Kay, Whitby; J. A. Hawksworth, Hebburn; P. D. Gregory, London.

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.

● \* \* \* \* \*

## Editorial

There's not a lot of room for an Editorial this time, but late news that the Pickering Town Planners have recommended the granting of planning permission for the NYMR's proposed carriage "stable" must be seen as a positive step forward; although the proposed building does not conform to a form of design that some impartial observers would prefer, it is to be hoped that we will be able to exert some influence to get it more secure than is currently planned. In the longer term, though, it seems likely that we will have to think about building our own workshop, museum and shed complex if we are ever to have the facilities we both want and need, particularly as it is becoming increasingly clear that the NYMR management would prefer us to take on an increasing amount of responsibility for the maintenance of our coaches. That isn't currently something we can manage, given the amount of covered space made available to us.

### Front cover:

The workshop shed at Pickering has received repairs and attention to its paint to return it to a presentable condition.

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**Website: [www.LNERCA.org](http://www.LNERCA.org).**

## Chairman's Comments

*Nick Stringer*

### **New Year – new challenges and opportunities**

Firstly, a big thank you to our many volunteers who have been working on Association carriages in the last year. We are now getting working parties on some days, particularly Thursdays and Sundays, when there can be as many as a dozen people working in or around the Atkins building, and that is very welcome. Although we didn't see the completion of any carriages in 2017, it was nevertheless a period of consolidation when we managed to get our resources in much better shape. None of this could have been done without the help of our willing band of volunteers.

A major focus of attention was the LNERCA workshop, adjacent to the turntable in Pickering yard. Externally this has now been transformed with new cladding, which was painted with the assistance of the team of NELPG junior volunteers, to whom we extend our grateful thanks. Inside the workshop we now have a rough idea of where everything is, instead of wasting time searching through piles of stuff in the hope of finding that key item. There is more to be done, but it's good progress so far, and of course the productivity benefits are enormous. In addition, we've started the restoration of Covered Carriage Truck E1308E, not the most glamorous vehicle in our collection, but a vital one, because it's so useful for storing parts. It will be painted in LNER colours, and when finished it will be stored in the Beck Siding by Pickering station, which is not rail connected but that doesn't matter because the vehicle doesn't need to travel anywhere.

Another area of consolidation in 2017 was financial. Thanks to some very generous donations from our members, plus ongoing contributions by visitors to the Atkins shed, our finances are getting in better shape. Nevertheless, we need much more, for projects like re-tyring the Fox bogies, destined to go under ECJS 189, estimated cost £22,000. This is something we need to save up for, and it will be great if we can continue to receive donations in 2018 at the same rate as 2017.

In early January 2018 there was a useful meeting with NYMR management to discuss our ongoing partnership. It is clear that the NYMR are struggling to maintain the teak set to the standards that we expect, and it has been agreed to set up a joint working party to see how this challenge can be resolved. One issue where all members living in the Pickering area might be able to help is in the washing of the teak set, particularly at the limited opportunities when it comes into platform 2, to enable the West side to have some attention. Anybody willing to help for an hour or so on an early Summer's evening would be welcome – please contact me if you can.

Meanwhile the teak set itself is reduced to 6 carriages, because Buffet Car 641 is away for repair and refurbishment, including replacement of its rack plates, not a trivial job, and Gresley BTO 43567 is in use on the Pullman set instead of CAR 79, which is currently

away for major repairs. Both these vehicles are likely to be away from the NYMR for the whole of 2018, so it will be some time before we can repeat the exploits of 2016 when we managed to run an 8-coach teak-liveried train.

Looking ahead in 2018, we have two key objectives. The first is to get ECJS 189 on its proper underframe and watertight, to enable us then to proceed with our second objective, to get NER 945 into the Atkins shed so we can tackle its roof. Both vehicles will be very special carriages when finished, and will need to be treated as such by only using them on special occasions. Because they will effectively be museum pieces, we need to ensure that they remain that way. Therefore, unlike previous restorations, it has been agreed with the NYMR that their maintenance will be the Association's responsibility, which suits both the railway and us.

Finally, I'm pleased to announce that our special train this year will be on Saturday October 6<sup>th</sup>. Motive power is to be decided, but there could be quite a choice of suitable engines. I look forward to seeing you as many of you as possible on the occasion.

## **Restoration News**

*By Marcus Woodcock*

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

Our Victorian dining car is now nearing the time when its body can be moved onto the new underframe which now resides in Pickering yard. David Elliott of A1 Steam Trust fame has kindly produced a CAD drawing of the frame. Armed with this, the positions of the new "Top hat" mountings which secure the body to underframe can be worked out and marked onto the solebars ready for drilling the outrigger mounting holes.

Because our underframe is largely new we do not have "grandfather rights" to use the old LNER type mountings which are under most of our coaches, so a new mounting which conforms to modern standards has been designed by Philip Andrews, a structural engineer working in the aircraft industry. Philip's design has been agreed by an independent assessor and the mountings are now in production by an engineering contractor.

Before the underframe is rolled under the body, the steam heat and vacuum pipes will be fitted, as this work is much easier to carry out without the coach body in the way, and the vacuum cylinders will be fitted into the position once occupied by the second battery box – now unnecessary due to the fitting of MK1 electrical gear. This arrangement means that both vacuum cylinders will be on the same side of the underframe, an arrangement that was not uncommon on ECJS coaches, presumably for the same reasons!

Work on the body has progressed to the point where it can be moved, the two partitions which form the three saloons inside 189 are installed, and are now load bearing and helping to hold the clerestory roof up. The sliding doors within these partitions have been rebuilt and refitted, these now slide and close with a satisfying GNR clunk, the ingenious locks which hold them closed have been rebuilt and after several trials are now fully functioning.

The last of the clerestory windows was fitted early February, a long fiddly job; hopefully, with the use of modern sealants, they will leak slightly less than the originals! The interior opening fan lights are in the process of repair, new hinges and latches have been sourced. The clerestory sides now complete are receiving paint and will be finished in teak brown colour, before the two outer roof sections are fitted. The first board of the roof is machined to fit into a rebate in the clerestory bottom rail, this forms a strong structural "L" shape which along with the curved roof section gives the clerestory strength.

The interior panels are being refurbished to a high gloss finish ready for refitting and the North end vestibule partition is varnished and about to receive its new gold lining as a trial for the rest of the interior which has yards of gold and black lining currently giving our volunteer Neil Cawthorne plenty to think about! Neil is determined that the finish will be at least as good as the original if not better!

### **CCT E1308**

A good start has been made to renovating the body of our stores van, two sections of vertical boarding were removed in January, the frames patch repaired, new boards fitted, steel fittings refurbished and repainted in LNER brown- not authentic for a 1950 built van, but after all we are the LNERCA!

Timber is on order for the six new sliding doors required, these will be made in the Atkins building over winter, the originals having literally disintegrated, an attempt at removing a door as a pattern resulted in about 40% surviving the move into the workshop!

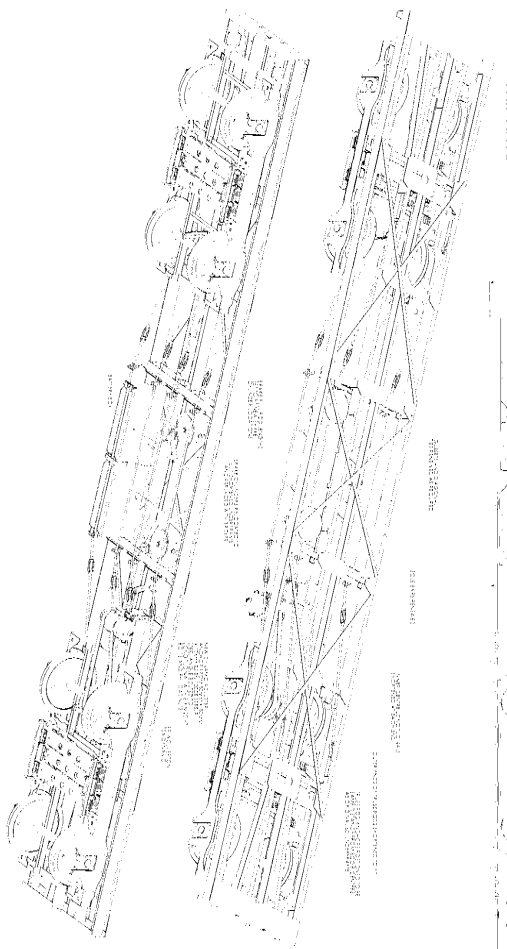
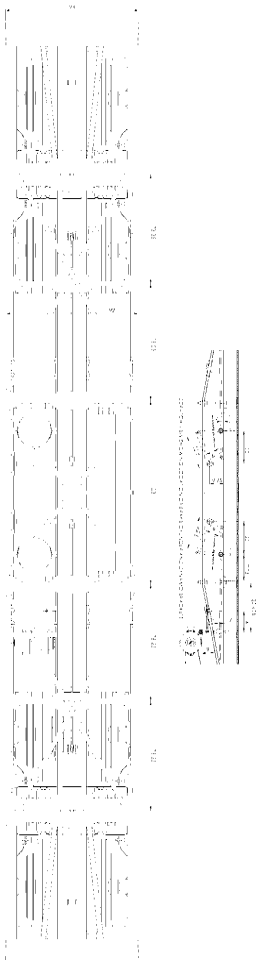
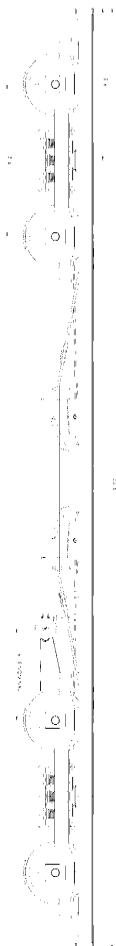
The CCT has now been shunted back into the long siding to allow the 189 underframe into the yard, the intention is to have the CCT back later in the year to allow restoration to continue. Once complete it is intended for 1308 to reside in the former beck siding at the north end of Pickering station. We are grateful to Kieran Murray, NYMR Carriage & Wagon Manager, for facilitating this work on E1308. Apparently, he has been pleased with progress to date, and so are we!

### **Fish Van E 75169**

The spares for overhauling the vacuum brake cylinder have arrived and will be fitted shortly along with the rest of the brake gear. When the weather improves the underframe will be given a further three coats of paint to build up the spray painted finish applied by the contractors.

### **Gresley RB 641**

Although the planned overhaul of 641 following the vandalism of the summer is not the responsibility of the LNERCA or its owners, the vandalism has actually proved to be something of a lucky break, as without the donations from the public towards its repair it is unlikely that the NYMR would have had the budget for the work. As it is, all of the £57,000 donated is to be used on 641 and it still needs topping up. However, a contractor prepared to take the job on has been selected and 641 is expected to be away from the NYMR for a year or so whilst the work is carried out.



DAVID ELLIOTT LIMITED  
SHORTENED UNDERFRAME FOR GN 3RD  
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## **NER Composite 1111**

Dave Cullingworth

As the LNERCA reported 18 months ago the owners of 1111 kindly donated this carriage to the LNERCA as it was felt that giving it to a charitable trust was in the best interest of the long term future of the carriage.

We have recently had an enquiry from the Stainmore Railway Company as they wish to assemble an NER period train and have recently secured an HLF grant for restoration of the J21 and NER stores van as well as a storage and restoration shed, which is currently under construction. There is a small volunteer team led by Rob Murray who are restoring a NER 6 wheeled full brake No. 131 who are looking for a follow on project.

They wish to take 1111 on a long term loan and move 1111 to Kirkby Stephen where it will go under cover. The LNERCA have agreed in principal to this arrangement (with the blessing of the former owners), and a 30 year agreement is currently being negotiated. We feel that this is in the best interest of the carriage as it will always be a long way down the restoration schedule and having wooden chassis it will never be used on the NYMR.

The Levensham station group currently use 1111 as a workshop and have kept the carriage watertight and externally presentable. There is some major logistical work in emptying the vehicle into a new workshop area and getting 1111 fit to move to New Bridge. This work will take place over the summer months with a likely move away to be out of the running season and most likely in 12 months times. A site visit took place on Sat 3<sup>rd</sup> Feb, kindly organised by Simon Barraclough. There are a number of spares included in the agreement including a wheelset and W irons to make 1111 a 6 wheeler again.

It will be sad to see 1111 leave as it has been part of the Levensham fixtures and fittings for the last 45 years and is historically relevant to the NYMR. However we have to be realistic and the best outcome for the carriage is to be restored somewhere else and there is provision in the agreement for it to visit for special events in the future.

## **Teak and Spares**

The LNERCA Committee have agreed that the funds donated directly to the Association following the vandalism attack in the summer will be spent on replacing the newly made shoulder reading lights in 1623.

We have had the opportunity to buy some good teak panels from a source that we supplied around 30 years ago. With teak panels or logs no longer unavailable and the largest sections that are available being 10ft or less these should be a sound investment as future spares, though it seems likely that some will have to be sold on to the NYMR for use on the NYMR's proposed "Easy Access" Gresley open third to be converted from TTO \*\*\*\*\*.

It seems as though the LNERCA's teak dealing days, which provided much valuable income in the past, are now over, with the drying up of suitable sources of supply, but never say never!

## SMALL CARRIAGE DESTINATION BOARDS AND SEAT NUMBERING

by Paul & Christopher Johnson



One distinguishing feature of LNER carriages is the large destination boards mounted on their roofs. These were standardised after developments from pre grouping elliptical roofed coaches to how we know them now after 1927. From this point on all stock except royal saloons and TPOs were capable of taking three large boards to show the train's destination, starting point and also stations visited in-between. LNERCA's carriages have carried these over the years and the latest to do so is 1623 which had new boards commissioned for its launch. But there is another destination board now being fitted that served a different purpose. Fitted to the cant rail as near to the centre as possible are two smaller brackets which were used to denote through destinations of carriages along their journey. For example, The Flying Scotsman service ran from Kings Cross to Edinburgh but contained many carriages to further on destinations. Perth and Aberdeen being typical through destinations. Our own Flying Scotsman BCK 10178 being an example of a through carriage attached to a train set for an onward destination. A good photograph of this is on page 22 of "Historic Carriage Drawings Vol 1" by Nick Campling. This shows a carriage with a large "THE FLYING SCOTSMAN" board with a smaller "GLASGOW" board underneath. So this carriage was detached at Edinburgh and reattached to a Glasgow train.

These small boards are 2'-8 ½" long by 3 ½" tall and 3/8" thick fitted into cast slotted brackets at the centre (or as near as) of the cant rail. They are held in by their own weight and by the fact that you have to lift them vertically to remove them. The clearance between the board and brackets being minimal. They matched the larger boards by being white with black Gill Sans 2 or 2 ½" lettering. Post war this was changed to blue with white lettering (as in the picture). These were also used as coach designation boards after the war although we have never seen any examples of this. We also assume they had a different destination on the reverse.

So what has this to do with our carriages? Well those of you who keep up with what is going on on the NYMR will know they are starting to sell tickets online with a designated seat. This has meant the appearance in carriage windows of paper coach designations and seat numbers for each bay of seats. Not only does this look tatty but spoils the ambience of our carriages that we have spent many hours restoring. So what do we do about it? Well my son Christopher has an interest in signwriting and we thought we could letter the small boards to show the coach letters. A trial example was duly painted to show what it would look like. This was shown at a LNERCA committee meeting to gain approval to fit the whole set. This was readily agreed to along with fitting seat numbers to our carriages (more on this latter). Luckily a couple of carriages were in Pickering yard at the time so we could look at fitting them with brackets. Most of these brackets have been recovered from bodies in Scotland so needed cleaning up. Most had escaped the thieves who stole so many fittings from the workshop and CCT a couple of years back. We have more than enough to do all our carriages for the foreseeable future, and we could also have some cast as we have spares. The quality and material of these brackets varies as can be seen in the picture below:-



The first bracket is fabricated from steel so is probably a BR depot made replacement for a missing example. It is quite rough and way oversized compared to the brass examples. The second appears to be cast from Bronze or Gunmetal, while the third is the more common brass example. All the brackets have now been stripped, primed and given a topcoat of coach brown ready for fitting. Some of our carriages already have them fitted; BTO 43567 and TTO 23956 which were restored with lottery money many years ago were already fitted. Although we did have to adjust them on the TTO as they were fitted incorrectly. Marcus has a set for BTK 3669 which he never got round to fitting, these still need to be fitted once the carriage is in a suitable location. To date we have also fitted TK 1623 and the Ryedale saloon as well. As said before if carriages are in Pickering yard they will be fitted.

To date we have also fitted TK 1623 and the Ryedale saloon as well. As said before if carriages are in Pickering yard they will be fitted.

A trip to our local independent hardware shop procured the timber cut to the correct size. This had its knots treated and primed and painted. We gave them about four coats of gloss to hopefully protect them from the harsh conditions they have to endure. In the meantime Christopher had started making paper stencils for the lettering. We had asked for suggestions at the committee meeting of suitable destinations to add the reverse sides. Harrogate, Saltburn and Bridlington were all suggested. These are for a bit of fun at the times when we run special trains such as our members' train. In no time Christopher had produced the boards in batches of three carriages. In normal service they will show the coach designation as below.



Photographs of the first examples fitted were posted on the groups Facebook site and drew very favourable comments quite a few people. This is heartening to know as it provides a suitably vintage solution to the modern operating requirements of the LNER set. TK 1623 carries a later blue backed post-war version as befits its later build status. We are not sure whether there was ever a board for Butlin's Filey but the finished version is very pleasing as you can see from the top photo. This had its first outing on the members train last year and carried it all through wartime weekend. A picture of it appeared in a montage of wartime weekend photographs published on-line by a professional photographer in Whitby. The boards will be removed and stored in the Atkins shed over winter to protect them. But they should be fitted for the main season.

The next problem will take longer to solve. That is seat numbering. If the paper coach letters in carriage windows are bad the paper labels for the seat numbers are worse! A chance find in the workshop of thousands of seat numbers provided the solution. We think these were donated with a load of LNER spares from Stratford works many years ago. They are similar to the later BR examples but use an older typeface and are etched and painted. Rather than the later examples which are etched to reveal a darker material underneath. Christopher sat and sorted these to remove any later ones and to make some sets of tiles up to fit to carriages. TK 1623 was the first carriage to be fitted; this

took some time to get them all equally spaced but once we had the measurements we flew through fitting them. One measured and marked the top hole position, the next step was to drill a pilot hole and then screw in the top screw. We could then get the tiles straight before moving on to drill the bottom hole and fit the screw. It took about two hours to do, we then moved on to TTO 23956 and managed to get most of the wall tiles fitted. For this we made a jig to get them all in the same place. The harder part will be to fit the ones on the seat ends as there is very little by way of suitable wood blocks to screw to on bucket seats. For this we will need to produce another jig to get them all in the same place. This will be an ongoing process and hopefully most carriages should be fitted this year. Much debate has been done over BTK 3669, should we fit six or eight number tiles to a compartment. 3669 as originally built has no armrests, so a compartment should sit eight. Modern interpretation is that a compartment should seat six. Well we have gone for eight as this is as built. Another carriage that will be eight to a compartment is TK 23896; this was built just before armrests were routinely fitted to third class stock. So when 23896 is restored it WILL be a 64 seat TK just like a TTO and the seat tiles will prove it.

So after that what else is to do? It has been suggested that we should fit new large roof boards again. Most of the last ones carried were painted by Len Clark many, many years ago. Most were painted on MDF so succumbed to the damp and they swelled and were unusable. So do we do PICKERING-GROSMONT or PICKERING-LEVISIHAM-GOATHLAND-GROSMONT?

## **Are you willing to help us?**

In order to restore more of our magnificent fleet of LNER carriages, the Association ideally needs to raise at least £50,000 every year. This is a sizeable ask, but one way that could help enormously is bequests from members. By making a Will, and leaving something to LNERCA in it, you can have the satisfaction of knowing that LNER carriages will continue to thrive for future generations.

But for this to happen you need to write a Will and ensure that it can be found after your demise. I recently heard the sad tale from another preserved railway about one of their committee members, who has recently passed away. He was single, and always wanted his estate to pass on to the railway, but unfortunately he either didn't make a will, or if he did it wasn't put in a safe place. No Will can be found, so as a result it seems likely that his property will all go to the state, and the railway will get nothing.

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 need to keep with it. 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. Whatever your choice, the other thing to remember is that, having written a Will, leave a copy of it in a safe place, where it can be found. The simplest way of doing this is to leave a copy with your solicitor.

Nick Stringer, Legacies Officer

## **Tim Godfrey RIP**

Sadly we have to report the death on 7<sup>th</sup> December 2017 of Tim Godfrey, one of Sir Nigel Gresley's grandsons, and a good friend and supporter of the Association.



Tim came to Pickering in May 2015, and was guest of honour at the ceremony to re-launch Gresley BTK 3669 into traffic. He is seen here in one of 3669's compartments along with the Chairman of the association, Nick Stringer. Tim was a long standing friend of the Association and his support was very much appreciated.

Tim lived in Shropshire, and because of his close proximity to the Severn Valley Railway, he was a great supporter of the SVR's LNER group . He became its Vice President in 2008, and his grandfather's famous trilby hat is on show at The Engine House.



## 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

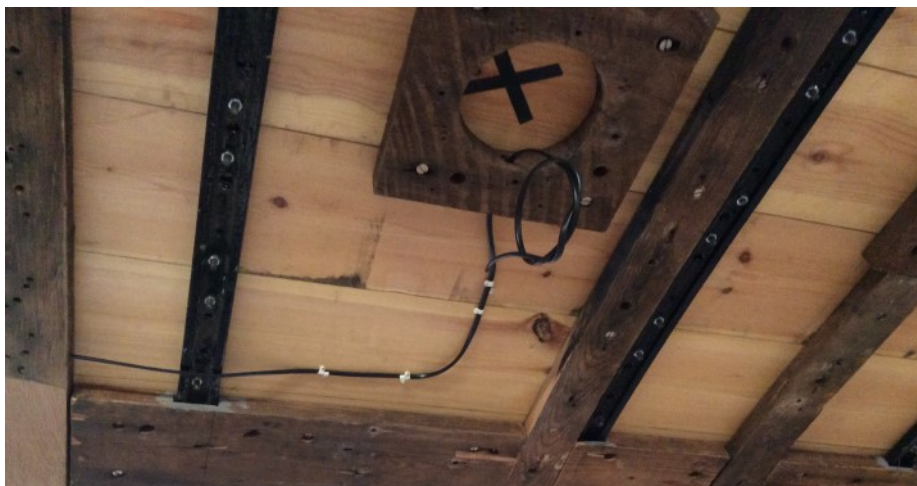
Working Weekends at Atkins Building unless otherwise stated. All members welcome, we'll find something for you to do whatever your ability! Not only that, we have a heater in the Atkins building, so even in the depths of winter you will remain warm and dry!

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  | 17/18th March                 |
| Working Weekend  | 21/22nd April                 |
| Coach Week       | 5-13th May May (includes AGM) |
| Working Weeekend | 16/17th June                  |
| Working Weekend  | 14th/15th July.               |

## NOTICE OF AGM

The 2018 Annual General Meeting of the LNER Coach Association will take commence at 11.00am on :Saturday 12th May 2018, The Class Room - Pickering Station Learning Centre. We urge members to attend if all possible.



In keeping with its intended educational role, it has been decided that 189 will be fitted with a discreet PA system. Gordon Wells has been installing the wiring and nountings for the speakers in the ceiling.

\*\*\*\*\*

**Next Newsletter:** Newsletter 113 is planned to appear in early May - All contributions will be gratefully received and should be sent to the Editor by the end of April. Please submit any text in electronic form by email (preferably in MS word format).