



COACH
ASSOCIATION



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY



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LNERCA Rolling Stock Collection

LNERCA 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

Since Newsletter No. 107 was published we have gratefully received donations (in some cases, more than one) from the following members:

M. Brown, Gateshead; G. Phelon, Leeds; M Shepherd, Pocklington; S. Cox, York; D.W. Wood, Guisborough; L. Copley, Robin Hoods Bay; M.C. Allatt, London; Grace Nodes, Sutton-on-the Forest; A.N. Barton, Burton on Trent; J.J. Maxim, Ipswich; A. Snowdon, Redhill; A.J. Middleditch, Hitchin; D. Griffith, Wakefield; 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. Davidson, Hull; A. Rogers, London; D. Nottingham; J. Barry, Letchworth; J. Wilkinson; Nunthorpe: M.A. Jewson, Leeds; J. Hasler, York; P. Mulholland, Clitheroe; M.H. Rush, EIR; A.M. Snowdon, Redhill; G. Fairfield, Sunderland; L. Little, Newark; P.D. Waite, Whitby; J. Boddy, Doncaster; G.G. Teal, Beverley; H.G. Coppock, Chesterfield; D.A. Jobling, York; E.W. & E.C. Coates, Darlington; D.S. Williams, York; J. Wood, Royton; N. Wilson Brough; J.D. Broadley, Leeds; C.J.R. Binks, York; A.M. Rogers, London, J.G. Gurnett, Dunstable; B. Ford, York; W.E. Colver, Sheffield; M.T. Dawson, Dunstable; K. Gardner, Romford; M.H. Torrance, Downham Market; J Hunt, Woodbridge; D.W. Waldram, Leicester; S.J. Hoather, York; D.J.A. Young, Bangor, R. Hayward, Allanby.

EDITORIAL

First of all, a warm welcome to all of you who have joined us via the North Eastern Coach Group and consequently are new recipients of this newsletter. As you will see we have wholeheartedly embraced the addition of 945 to the LNERCA family and have committed to having one of our spare pairs of bogies professionally overhauled ready for the day when 945 needs them, for which there is an appeal with this newsletter. We very much hope that 945 can be finished to coincide with the completion of ECJS 189, to give the NYMR two very special vintage dining cars to be proud of. The NYMR is fast developing one of the country's foremost vintage carriage fleets.

The challenge remains, though, to fund the progress that we continue to make. Although success tends to bring more success, in the form of volunteers joining our ranks (and we have seen a gratifying increase in the numbers of mid-week volunteers as a result of having Marcus Woodcock there most days to organise them) the materials they use have to be paid for. With the cost of the underframe for 189 having proved a lot more expensive than expected we now have to raise the shortfall to keep this project and the fish van progressing. Fortunately there does seem to be the opportunity to apply for some grants towards the fish van works, and we do also have at least one other opportunity for a small-ish grant for 189, but as always the message has to be please make a donation towards the project of your choosing if you are able to.

* * * * *

Front cover: Progress at last on 18477 with the corridor side framing undergoing more or less complete renewal. This will open the way to repainting when we have the man power available.

Andrew Daniel

Rear Cover top: The repairs on 18477 have included some partial renewal of the bottom rail as well as fitting a new cover plate along the length of it.

Andrew Daniel

Rear Cover Bottom: A dummy seat has been made in wood for 189 by Paul & Christopher Johnson in order to check its fit against known mounting holes in the body frame.

David Cullingworth

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Website: www.LNERCA.org

Chairman's Comments

Writing this on New Year's Day 2017, I think 2016 can justifiably be claimed to have been a most successful year for the Association. Key achievements were the return of TK 1623 to traffic, major progress on ECJS 189 with both its shortened underframe and its carriage body, BTK 3669 in the centre stage at the NRM for the Flying Scotsman exhibition, commencement of work on CK 18477, and perhaps the highlight of the year, the 8-coach teak special train on September 24th. It was good to see so many members present and we plan to repeat the event in 2017, Saturday October 7th provisionally being the day.

In 2017 we need to continue the excellent progress on ECJS 189. The objective is to get its body installed on its newly shortened underframe before the end of the year. Although funding is tight, that's not the critical factor, because we have most of the materials for the exterior to hand. The key issue is volunteer time, and hopefully we will be able to maintain the progress made in 2016. To all of who have worked on 189, a big thank you on behalf of the Association, and please come back in 2017.

Also during 2017, we need to continue the progress on the Fish Van, E75169. Murray Brown has plans in hand for that, and by the end of the year it should be looking more like the finished item.

This year should also see the renewal of the corridor side framing on CK 18477. Further progress on its restoration will, however, depend on whether funds can be secured.

Coming back to ECJS 189, an important question that needs to be addressed is how we are going to use it and store it once it's finished. Because of its age, and the fact that it is being restored to 'museum' standard, it's not a vehicle that we would want to be used in a Park and Ride service to Whitby. Ideally, it will be used only on special occasions such as vintage dining, photo charters, group hire, and gala weekends. When it's not being used, it needs to be kept under cover, but not hidden away somewhere, because it is going to be a carriage creating much public attention. The same considerations apply to NER 945Y Dining Car, and discussions with the NER Coach Group focused on this very issue before they decided to join us.

The inescapable conclusion is that we need to have, as one of our long-term objectives, our own museum facility, where we can store ECJS 189 and NER 945Y, and any other 'museum' type vehicles in our collection. This is not the same as a carriage shed, whose function is to store the regularly running vehicles, i.e. the teak set. A good example of what we should be looking for is the arrangements on the KWVR, where the VCT have a museum facility at Ingrow, whilst the KWVR's running fleet is kept under cover at Oxenhope.

Of course, it's all very well having that as an objective, but where could we have such a museum and how would we fund it, given that all our resources are channelled towards restoring our large collection of carriages awaiting attention?

There is the glimmer of a solution to this conundrum on the horizon. It is widely known that the NYMR has plans afoot for a carriage shed in the Trout Farm area, in which to store the running fleet, including the teak set. In addition, there are plans for an adjacent carriage workshop and repair facility, which the current carriage and wagon department (C&W) would move to. All this depends not just on a very substantial Heritage Lottery Fund bid which has no guarantee of success, but also on securing large funds from other sources. However, if the project does get the necessary funding, and C&W did move out, its vacated premises would be an ideal location for a small carriage museum with public access direct from platform 2 at Pickering station. – just what we're looking for.

Anybody fancy sponsoring the costs of converting C&W into such a museum? Your name would go down in history.

RESTORATION NEWS

ECJS Restaurant Third No. 189

The good news is that we cannot strip 189 any more than it has been – we've reached rock bottom; there are no roof boards left and just the framing on the sides. The steel carlines which form the curved profile of the roof sit on the clerestory top rail, where water ingress has caused the ends of the carlines to corrode and which in turn has rotted sections of the top rail. The rotted areas are being chopped out and new timber spliced in, the opportunity is being taken to de-rust the carlines and fully paint them pending re-installation.

More replacement vertical half-pillars have been inserted and the east side framing repairs are now near complete, with reconditioned knee irons refitted and many of the corroded remains of steel screws and fixings have been removed by core drilling and replacement timber plugs fitted.

The dismantled saloon partitions and pantry screen have been painstakingly stripped of old varnish and paint, the joints cleaned out and new wedges fitted ready for refitting into the coach, when the real work will begin with re-varnishing and many yards of gold and black lining reapplied to the interior panels. The original colour scheme will be recreated and it really is hard to believe that this carriage is only third class, it makes some Pullmans look quite plain!

Design work is continuing on recreating the correct style gasolier lighting and cast steel seating, of which a mock up seat has been made and trial fitted in an attempt to correct inconsistencies between the drawings and contemporary photographs.

Thompson CK No. 18477

18477 is parked on the concrete hard-standing outside the C&W shed and is moved into position as and when the C&W workload permits. This now derelict carriage looks a sorry sight, with most of the corridor side having been removed, exposing the compartments. Most of this side is being replaced by new hardwood. However, already, a new section of framing has been lifted into place and the transformation has begun. This section of Sapele framing had been assembled in the Atkins shed after being machined in Andrew Daniel's Harrogate workshop. The frame section was treated with fungicide and then painted with aluminium wood primer in the hope of giving a rather longer working life than the original, then the section was lifted out of the shed by four willing helpers and hoisted into place using the C & W's new telehandler machine. It was a doddle compared to the laborious manual handling of old, and just shows how a little mechanization can save a lot of time, a point which will be duly noted when the new steel panels come to be fitted!

The framing, of course, sits on the top of the solebar and this had to be derusted and painted prior to the framing being placed on top of it. Much grinding in the marsh could be heard one December weekend as this was carried out.

In theory, with the bill for the asbestos removal still to come in, the entire AIA grant money has been spent, but the LNERCA Committee has agreed fund the remaining work to complete the replacement of this side, after which a further application will be submitted.

LNER Fish Van E75169

The outstanding welding jobs on the underframe are still not completed, though they are planned for the New Year. The measurements of new Sapele for the framing have been worked out and this wood is shortly to be sourced. Whilst this is a 'fill-in' job, nevertheless, the Fish Van is expected to see major progress in its renovation during 2017, as the additional storage space it will provide is urgently needed - among other things to free up space to allow the workshop to be used for its intended purpose. A pre-arranged visit to the NRM was made last year to inspect the later version Fish Van in its collection. The NRM's is the roller-bearing variety, built by BR and dubbed 'Blue Spot'. There are many detail differences between the 'Blue Spot' type and ours – the last LNER designed type.

Workshop attention

A long-outstanding job was started just after Christmas – that of repairing the LNERCA's workshop at High Mill at the north end of Pickering yard. This work entails the complete removal of all external cladding and replacement with new. It was known for a long time that the workshop was deteriorating and needed attention, so the annual post Christmas break was allocated to make a start. Because the rear of the building, adjacent to the road which leads into Pickering station car park, was considered in the worst condition, this was given priority. All the shiplap was ripped off and new overlapping boards, previous primed in aluminium primer, were nailed on. Some of the vertical frame members underneath needed renewal and a nest of mice was evicted from the insulation.

Once all the boards had been cut to size and nailed on, the rear of the building was given two coats of undercoat. When all four sides have been completed, the building will be painted in green and cream.

NER Restaurant First Open 945

It is good to report that at a General Meeting of the NER Coach Group held at York on Saturday 29th October, it was agreed that coach 945Y would become an Associated Vehicle of the LNER Coach Association.

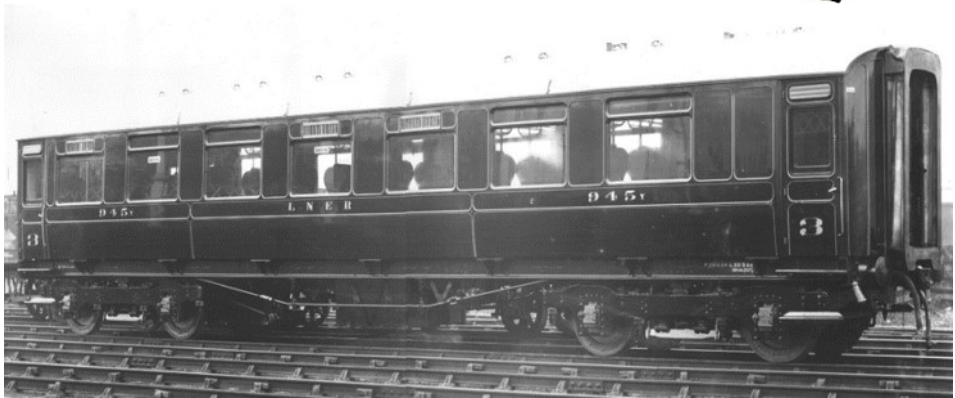
Under the leadership of Ray Sowerby and Peter Brumby, restoration of 945Y at Levisham has progressed to the point where it is reaching final stages. The interior is approaching completion, and the major remaining tasks are: -

- replacing the roof canvas
- sorting out the electrics
- making new gangway bellows
- overhauling the bogies

NORTH EASTERN RAILWAY THIRD CLASS DINING CAR No. 945



By Peter Brumby



National Railway Museum

HISTORY

This carriage was built by the London & North Eastern Railway company in March 1924 to provide dining facilities for third class passengers on Hull and Newcastle to Liverpool trains. Earlier carriages of the same type had been designed and built by the North Eastern Railway, which became part of the LNER in 1923.

No. 945 differs from the earlier NER examples in having Gresley bogies instead of Fox bogies and Pullman gangway connections and Buckeye couplers in place of the British Standard gangways and screw couplings. The previous NER versions also had end windows at each side of the gangway connections which were not included in No. 945. The carriage was however built with the full NER-style body mouldings with radiused corners.

Later in its career the carriage was displaced from the Liverpool services by newer LNER standard Gresley stock. It was withdrawn from passenger service in April 1958 and converted for use as a departmental Mobile Work Study Office.

Former passenger carriages that were converted to departmental use were often heavily modified, often losing brake gear and gangway connections, and sometimes suffering major changes to the body structure. Fortunately No. 945 was relatively unscathed, the only significant loss being most of the interior seating.

RESCUE

In 1973, just as the carriage was about to be scrapped, it was discovered at Leeds (Hunslet Lane) by the North Eastern Railway Coach Group. It was purchased by the Group and brought to the North Yorkshire Moors Railway, where it was used for a number of years as a volunteer mess coach at Goathland. During that time some initial restoration work was done, mainly securing loose roof planks and laying a new roof canvas.

In order to replace the roof canvas, 945Y needs to be moved down to the Atkins shed, which provides the ideal environment in which to do this work. However, this must wait until our current project in the Atkins shed, ECJS dining car 189, is externally finished and watertight, expected to be between 12 and 18 months. Meanwhile NER group volunteers will continue to work on the interior of 945Y at Levisham.

Sorting out the electrics and making new gangway bellows are not trivial tasks, but they could be undertaken while 945 is in the Atkins shed, in parallel to the roof work.

The key item that might have held up 945Y's completion is overhauling the bogies, but fortunately LNERCA has a spare set of bogies, from the chassis recently acquired from Embsay. The plan is to start their overhaul right now, and complete them before 945Y moves down from Levisham. Then, when 945Y arrives at Pickering, 945Y's bogies will be swapped with LNERCA's refurbished ones before it goes into the Atkins shed. But to do this we need members' help.

The LNERCA bogies are currently at DC Engineering at Shildon. Initial indications are that they are in reasonably good state, have plenty of tyre life, and will cost a total of £9,000 for a thorough overhaul excluding any replacement springs found to be needed. LNERCA does not have this amount of spare funding available at present, so we are setting up a separate appeal for these funds (please see enclosed letter with this Newsletter).

With your help we can therefore look forward to the exciting prospect of seeing 945Y running on the NYMR within a relatively short timescale, possibly about the same time as ECJS189. 945Y is also a dining car, albeit built some 25 years later, but it does raise the mouth-watering prospect of a special vintage dining train comprising these two carriages plus either our buffet car or the Ryedale acting as the kitchen! And it should not be forgotten that we also own sister NER carriage 2118, currently stored off-site waiting restoration, which would be very appropriate coupled up to the same formation.

Under the Agreement between LNERCA and the NER Coach Group, 945Y becomes an Associated Vehicle, and is still owned by the NER Coach Group. However, it cannot be sold to a third party or moved from the NYMR without the agreement of LNERCA. Its replacement bogies will remain the property of LNERCA. The other benefit of the NER Coach Group joining LNERCA is that our combined membership is now over 200, which strengthens our scope to control our future strategy.

Meanwhile, please join with me in looking forward to the great day when 945Y finally gets to run on the NYMR.



Murray Brown



Peter Brumby



Peter Brumby



Peter Brumby

RESTORATION

The coach later moved to Levisham, where serious restoration work commenced.

Externally, the body has been completely re-panelled and new body mouldings have been applied. The body was lifted clear of the underframe, mainly to allow badly corroded steel sheets at each end of the frame to be replaced. De-rusting and painting of otherwise inaccessible frame parts was also done at this time. The body was then lowered back onto the underframe, using new rubber support pads throughout.

Four iron castings which connected the end door pillars to the underframe had all fractured due to the high loads imposed by expanding corrosion products. These have been replaced by welded steel fabrications.

The battery boxes, brake vacuum cylinders and vacuum reservoirs have been removed, cleaned, overhauled and replaced.

Inside the carriage the ceiling has been re-lined and new cables laid for electric lighting. Reproduction brass light fittings have been made and the long task of cleaning many layers of paint from the teak panelling and re-varnishing has been completed.

Most of the saloon flooring has been replaced, using 22mm plywood sheets. New linoleum has been fitted to cover all of the interior flooring. The toilet compartment floor, composed of black and white tiles on a concrete base was in a poor state and has been completely replaced

New seat ends have been made to replace the missing originals, using teak reclaimed from redundant laboratory benches and bank counters. Seat bases and backs have been made using modified ex-British Rail carriage seats. The seats have been covered with reproduction NER upholstery fabric. New tables have been made and nearly all have been fitted.



Peter Brumby



*Internal Panelling
- Before stripping*



*Internal Panelling
- After cleaning & varnishing*



Fixing External Body Panels



Reproduction Light Fitting



Vacuum Cylinder Outer Shell



Old & New Body End Plates

All: Peter Brumby



Peter Brumby

ERRATA

The Lancaster and Oldbury Carriage & Wagon Companies 1st and 3rd Class Dining Cars of 1893

Errata from newsletter 107

1893No.	1909 No.	Dia	Built	Date	Type	Notes
190	190	59	Lancaster	1893	Dining First	
191	191	59	Lancaster	1893	Dining First	
192	192	60	Oldbury 1893	Dining First	Seating slightly altered to Dia 59	
193	193	59	Lancaster	1893	Dining First	
194	n/a	75	Oldbury?	1893	Dining Third*	Sold NER in 1896 and renumbered 2649 ***
195	n/a	75	Oldbury?	1893	Dining Third*	Sold NER in 1896 and renumbered 2648 ***
196	194	75	Oldbury 1893	Dining Third*	Sold NER in 1896 and renumbered 2647, to	
197	ECJS 1897**					
197	195	75	Oldbury 1893	Dining Third*	Sold NER in 1896 and renumbered 2646, to ECJS	
1897**						

The carriages were numbered as follows (1909 diagram book):

*Reclassified Dining First from 1894

**Sold to NER in 1896 rebuilt with clerestory and kitchen. Returned to ECJS in 1897.

***Sold to NER in 1896 and not returned to ECJS.

T

he 4 Dia75 cars were designated 1st class upon the introduction of the 3rd class diners (188, 189, 222 and 223) in 1894. The Dia 75 cars were considered too good to be third class as had sumptuous armchairs and internal décor.

The 1909 diagram book does not have the original 194 and 195 listed presumably as they only ran in ECJS services for 2 years or so and were sold to the NER. These 2 were did not return to ECJS stock and seems likely that they were not rebuilt.

However the most interesting development was the 1897 rebuild of two of the Dia 75 cars where the North Eastern Railway added clerestory roofs with sloping ends (**see note 1.**), and a full width kitchen at one end and a separate pantry. The vestibule door opened straight into the kitchen so it was assumed that passengers were not encouraged to walk through the train! The addition of the kitchen reduced seating down to 16. These two cars (196 and 197) had briefly gone back into NER stock (as 2647 and 2646) and when transferred back to the ECJS after their rebuilds they became 194 and 195. It is assumed that when they were in NE ownership they were not painted into NER deep crimson although it is interesting to note that a Railway Magazine article, W.J.Scott describes the set on 12th July 1897 and mentions the dining cars. He notes that the 1st class diners were not new but had been 'cleverly refitted' for use in the set and still bore the crests and lettering of the North Eastern Railway Company.

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

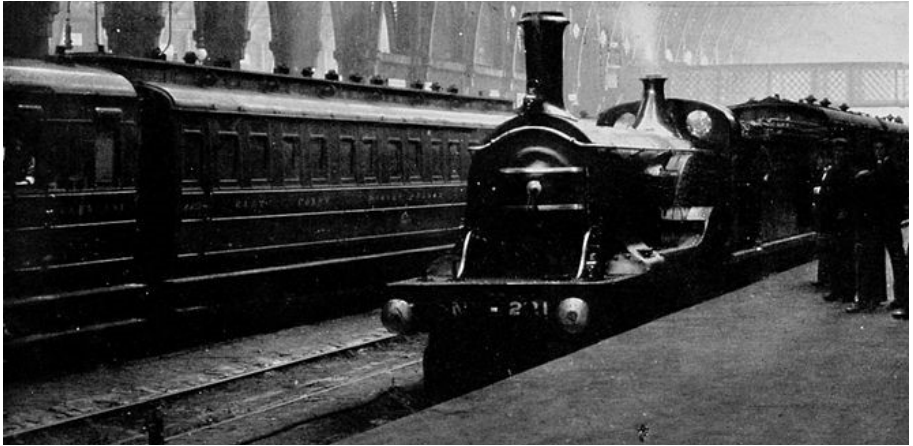
22118 mugs £7 + £2.60 p & p.

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.





Another vintage phot has been found recently, showing 189 or one of its sister vehicles at Kings Cross. Although it is difficult to see in this small scale reproduction there are some valuable clues as to how the communication cord, for example, was arranged, along the edge of the roof, just above the cantrail.

Summary of Committee Meeting of 10th December 2016

Eight Trustees/Officers and one Committee member present.

ECJS 189- Marcus Woodcock had found a US company who could provide some of the components required for the Gasoliers off the shelf. It was agreed that 1 set should be purchased and imported as a trial before getting a full set.

The consultant engineer who had done drawings on the underframe modifications had agreed to modify the position of the vacuum cylinders. This will allow the chassis to be compatible with both Fox and larger Gresley bogies. Negotiations still taking place in order to secure a set of Fox bogies.

Newsletter - It was agreed that we should ask members if they would prefer an email copy of the newsletter. It was also suggested that we should seek approval at the next AGM to raise membership rates as current subscription barely covered costs of newsletter.

Fish Van - A proposal to get the fish van certified for Whitby running was rejected at this stage due to additional admin and certification overheads. It was agreed that it would be something that would be considered at a future date and provision made to document and photograph all the restoration work done to facilitate this.

945 - It was agreed to try and get the spare bogies (from Embsay) overhauled for use under 945.

3857 (Kirkby Stephen) - Approval was granted for the Chairman and Secretary to negotiate with Stainmore Railway Company with regard to an appropriate agreement to facilitate the restoration of TK 3857.

Security in Pickering Yard - Murray Brown reported that the NYMR had installed security cameras in the north end of the yard overlooking the LNERCA workshop. There was also Wi-Fi installed in the Atkins shed.

D.Cullingworth, Secretary

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!

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.

	11th-19th February (To progress repairs to the workshop and sort out its contents, stock check teak panels)
Working Week	
Working Weekend	18/19th March
Working Weekend	15/16th April
Spring Coach Week	Saturday 6th May
Annual General Meeting	Saturday 6th May. 11.00 NYMR Learning Centre,
Working Weekend	16/17th June
Working Weekend	15/16th July
Working Weekend	19/20th August
Summer Coach Week	26th August -September 3rd
Annual Special Train	Saturday October 7th
Working Weeked	21/21nd October



David Cullingworth

The back wall of the workshop has been repaired and re-clad with new shiplap timber, and this is due to be extended to other sides of the building over the course of the year.

