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LNERCA VEHICLES

ECJS RTO 189	Built Doncaster 1894 to Diagram 25	Status
NER FO 2118	Built York, 1922 to Diagram 204	<i>under restoration</i>
Gresley BCK 10178	Built York, 1924, to Diagram 34	in store, unrestored
Gresley RF 42969	Built Doncaster, 1929, to diagram 10C	in store, unrestored
Gresley TK 23890.	Built B.R.C. & W., 1935, to diagram 115.	upholstery workshop
Gresley TK 23896.	Built B.R.C. & W., 1935, to Diagram 115.	in store, partly rebuilt
Gresley BTO 43567.	Built York, 1935, to Diagram 191.	in store, partly restored
Thompson BG E110E.	Built York, 1948, to Diagram 344.	in traffic
Thompson TK E1623E.	Built York, 1950, to Diagram 329.	in store, partly restored
Thompson CK E18477E.	Built York, 1950, to Diagram 328.	<i>under restoration</i>
Fish van E75169	Built Faverdale, 1949, to Diagram 214	<i>under restoration</i>
Covered Carriage Truck E1308E	Built York, 1950, to Diagram Y006.	stores vehicle

ASSOCIATED VEHICLES

Gresley Invalid saloon 3087.	Built Doncaster, 1909, to GNR Diagram 10.	in traffic
Gresley TK 3291.	Built by Metro-Cammell, 1930, to Diagram 115.	in store unrestored
Gresley SLT 1299.	Built York, 1930, to Diagram 109.	in store, unrestored
Gresley BTK 3669.	Built B.R.C. & W., 1930, to Diagram 114.	in traffic
Gresley TTO 43632	Built York, 1935, to Diagram 186.	<i>in store, part restored</i>
Gresley TTO 43654	Built York, 1935, to Diagram 186.	in traffic as RF
Gresley TTO 24109.	Built by B.R.C. & W., 1936, to Diagram 186.	<i>in store, part restored</i>
Gresley TK 3857.	Built York, 1936, to Diagram 155.	<i>in store, part restored</i>
Gresley RB 641.	Built York, 1937, to Diagram 167.	in traffic
Gresley TTO 56856.	Built by Metro-Cammell, 1938, to Diagram 186.	in traffic
Thompson CL 88339.	Built Cravens, 1947, to Diagram 338.	in store, awaiting repairs

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956.	Built by Metro-Cammell, 1936, to Diagram 186.	in traffic
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<https://www.facebook.com/pages/LNER-Coach-Association/263887476964057?ref=bookmarks>

The LNERCA Newsletter is produced on behalf of the LNERCA by the editor, Roger Melton. Views expressed in the Newsletter are not necessarily representative of Association policy.

DONATIONS

Since Newsletter No. 103 was published we have gratefully received donations (in some cases, more than one) from the following members:

M. Brown, Gateshead; G. Phelon, Leeds; S. Cox, York; G. Cassidy, Stockport.; D.W. Wood, Guisborough; D. Griffith, Wakefield; J.J. Maxim, Ipswich; R.A. Hill, Bewdley; M.C. Allatt, London; A.F. Anderson, Peterborough; L. Copley, Robin Hoods Bay; A.T.W. Marsden, Darlington; Grace Nodes, Sutton-on -the-Forest; A.N. Barton, Burton-on-Trent; A.J.. Middleditch, Hitchin; C.J. Hall, Tadlow; A. Snowdon, Redhill; N. Stringer, Knaresborough; Dr. B. Jones, Sleaford ; E. Taylor, Hunstanton; M. Chapple, Darlington; A. Rogers, London; A.R. Beckett, Bristol; Dr. Thompson, Hull; S. Davidson, Hull; M. Shepherd, Pocklington; J. Wilkinson, Nunthorpe; J. Barry, Letchworth Garden City; J. Sutcliffe, York; I. Montgomery, Hull; J.K. Lumas Stockton-on-Tees; Hull Area Group of N.Y.M.R.; D.W. Waldram, Leicester; M.H. Rush, Eire; M.D.H. Pepper, Bournemouth; G. Fairfield, Sunderland; L. Little, Newark; S.J. Hoather, York; MW Sanderson, Barnsley; G.E. Phelon, Leeds; J. Wood; Royton; M.T. Dawson, Duns; J. Hunt, Woodbrige; M.H. Torrance, Downham Market; E.A. Midgley, Whitby; K.S. Gardner, Romford; AM. .Rogers & Mr D. Carter, London; E.W. Coates, Darlington; J.D. Broadley, Leeds; C.H. Moran, Hessle; P.D. Waite, Whitby; J.M. Kay, Blackpool; D.J.A. Young, Bangor; D.A. Jobling, York.

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EDITORIAL

It's business as usual for the LNERCA as we get ever closer to the protracted finishing of 1623 and ramp up the effort on 189 and 18477, but that business becomes ever more difficult on a railway that is full to the brim with rolling stock and desperately needs more siding space. That should come once a new carriage shed is constructed but there are likely to be problems before then as the railway seeks to create space at the Pickering end of the line so it can return the Pullman set to being based there, whilst also accommodating other sets of coaches so as to be able to provide a "tidal flow" of trains from Pickering in the morning and back again in the evening. This extra space can only come from the Long Siding as things currently stand, but it is unlikely that our unrestored coaches would be welcome to swap places with it in platform 4 at Grosmont, so we may have some tricky negotiations ahead, particularly as there is talk of an extra shed going up at Grosmont on the land occupied by some of our coaches. However, forewarned is forearmed and options are being considered!

Front cover:

A Gresley coach back in its natural habitat! 3669 pauses briefly in York Station on its way from its offloading point to the NRM.

Nick Stringer

Rear Cover:

Top: 3669 was offloaded at the old York Carriage Works and moved by the traverser to a point where it could be collected by a class 47 diesel and then moved by rail to the NRM. Movements like this are not uncommon, but it must be the first time for many years that a varnished teak Gresley has graced this traverser.

Nick Stringer

Chairman's Column

Writing these comments at the beginning of the year, it's an opportune time to look back on the achievements of 2015, and look forward to what we hope will happen in 2016.

Perhaps the highlight of the year was the completion of BTK 3669 and its NYMR launch on May 8th. Several years had elapsed since the completion of LNERCA's previous carriage, so it was good for our credibility to deliver something new to the railway, and especially so given 3669's immaculate appearance and extraordinary attention to detail. It was great that so many of you, our members, were able to come from far and wide to travel on the launch train. The only disappointment was that the train included a couple of Mk.1s, but for plans of what we're going to do to prevent that next time, read on.

In parallel to 3669, our hard working volunteers did their best to complete Thompson 1623. In an attempt to save time, we sent its bogies away to Shildon for overhaul there, while work continued on the carriage body at Pickering. By the end of the year we had the body back on its fully overhauled bogies, but encountered a problem in manufacturing the gangway bellows, something we'd never made before. In the end we learned lots of new skills and got the bellows made, and now they're ready for fitting. It's getting tantalising close.

With 3669 finished, and 1623 not requiring shed space any more, we had the opportunity to move ECJS 189 into the Atkins shed, and start work on it. As to be expected, when we did this and started stripping it, we discovered that there were quite a few elements that needed replacing. Nevertheless, a good start has been made, and we're now well into the work. In parallel with the carriage body work, the 'Perth' underframe went to Shildon for shortening and replacement of its solebars with newly fabricated ones. It is good to report that the completed underframe arrived back at Pickering just before Christmas, thereby achieving the first major milestone of this project. We are very grateful to the Heritage Lottery Fund, and to the Ken Hoole Trust, for their grants towards the costs of 189's overhaul.

Another coach which saw a start on restoration work in 2015 is Thompson CK 18477. Thanks to a grant from the Association for Industrial Archaeology, work on its frame has now started, with components ready to be fitted to the coach itself, which is now at Pickering, having moved up from Grosmont shortly after Christmas.

Aside from work on the carriages themselves, the Atkins shed is now in much better shape inside than it was at the beginning of the year. New racking has enabled many of the materials previously stored all over the shop to be racked tidily. In addition we have a new purpose built workbench, and the luxury of heating to enable work to continue in the winter months. Also, at the very end of the year we managed to have a big tidy up in our own workshop, which will enable it to be used as a workshop for the first time in many years.

So what can we look forward to in 2016?

Firstly we can be justifiably proud of the fact that BTK 3669 has been selected to be part of the prestige Flying Scotsman exhibition at the NRM. (More details of this can be found elsewhere in this newsletter). Hopefully, many of you will take the chance to visit this exhibition and see the carriage in all its glory.

Next, 2016 has to be the year when we finish 1623. No date is being set for its completion, because we don't know yet when we can get a slot inside the NYMR's carriage and wagon facility to finish things off, particularly the steam heating pipe. Nevertheless, the omens look good, and when it is finished we will then proceed to arrange a special launch train for LNERCA members. In order to fit in with the NYMR's available timetable slots, this is likely to be after the NYMR peak season. This time we won't need any Mk.1s in the train, because we should be able to run an eight-coach teak liveried train for the first time ever on the NYMR! We will, of course, be keeping all members informed as soon as we have more information.

Meanwhile work will continue apace on ECJS 189 in the Atkins shed. There is much work to be done on the body, for which volunteers are as always needed, for both skilled and unskilled work. By the end of the year it should look rather more like a Victorian dining car than it does now.

Another LNERCA vehicle which is likely to see substantial progress in 2016 is our unique Fish Van. Currently away at Shildon for welding repairs and shotblasting, we should have it back in the Spring to enable us to work on it, in conjunction with the NYMR wagon group, who have kindly agreed to help. It will make a fine sight either as part of the NYMR goods train, or attached to a passenger train to emulate what it was originally used for, taking fish down South, although in our case only as far as Pickering.

Finally, a pet project of mine is to have a spare pair of bogies. The lack of a decent set caused problems in 2015, when we needed a pair to put 1623 on whilst its own bogies were being overhauled. One obvious requirement for a set in 2016 is to help with various logistical issues in getting ECJS 189 put back together again, on the 'Perth' underframe.

The first task is to select the right pair from our substantial collection, and then get them overhauled.

As always, our plans are dependent on finance and volunteer labour.

As regards finance, we have been helped out by a number of generous donations from members in 2015, and we are very grateful to you for them. But the ECJS 189 project is running well over budget, and that will give rise to problems when it comes to its internal fitting out. If any of you feel able to come forward with sponsorship of particular items, please do contact me to see what can be worked out.

As regards volunteer labour, without the efforts of our dedicated volunteers we would not have achieved what we did in 2015, so a big thank you to all of you. It really feels like a team effort, and to any of you considering volunteering in 2016, you can be assured of a warm welcome. Thursdays and Sundays are the most popular days, but there is frequently somebody around other days of the week.

Finally I must record the Association's thanks to Jerry Hawley, head of NYMR Carriage & Wagon, for all the assistance he has given us last year. It was not easy to juggle the various needs of the NYMR, the wagon group and ourselves whilst not being allowed to use the turntable ('elf & safety reasons'), so his help in getting things done is much appreciated.

With best wishes to you all for a happy, prosperous and memorable 2016.

Nick Stringer

RESTORATION NEWS

Gresley Brake Third 3669

3669 is now safely tucked away in the NRM awaiting its spell in the limelight as part of the forthcoming “Flying Scotsman” exhibition. It was moved by road to the former Carriage Works yard and then shunted to the museum, passing through York Station. It was last heard of accompanying A4 “Sir Nigel Gresley” in the workshops, but instead of being stripped for overhaul 3669 is being cleaned up ready to go on display. Following the exhibition it will return to the NYMR and re-enter service.

Thompson Corridor Third 1623

The main restoration effort at present is the completion of 1623 ready for entry into traffic later this year. Marcus Woodcock has finally mastered the art of making gangway bellows and a set is now complete and ready to fit. 1623 is about to enter C & W for a new steam main to be manufactured and the brakes to be overhauled and refitted. Whilst it is on stands various other bits of work will be completed on the underframe. The overhauled gangways will also be fitted at this time. One toilet is now complete and is said to have the best flushing action of any of the teak coaches, and the other is progressing. A new washout plug and socket is being made for the second toilet, as a copy of the existing one.

ECJS Restaurant Third 189

The pressure is on with 189 for a number of reasons, not least the fact that although HLF have given us an extension to the completion date it is not as far off as we might have preferred, and it does look as though there will be a shortfall in the amount of money we have to do the job, so please dig deep and give generously!

Having taken one or two steps backwards, because there has been a lot more work needed on the body than we expected, we are now moving forward once again. The roof has been jacked up level and all the roofboards removed and new timber spliced in where necessary, and it looks as though the sagging problem has been successfully addressed. The body has been jacked and packed off the underframe as part of the process of fitting a number of pillar bottoms—these have been made by Andrew Daniel and fitted by the “Thursday group” of Marcus Woodcock, Mike Illingworth, Mark Stovold and Andy Cox. It was necessary to pack the body off the underframe in order to access the underside of the bottom rail whilst fitting the new pillars, but it was a job that needed doing anyway ready for the movement of the body to its new underframe.

The new underframe has now arrived back at Pickering albeit with some work still to be done by the contractors, notably the refitting of the vacuum cylinders, V hangers and brake shafts. These cannot be refitted where they were as this is where the excess underframe has been removed in the shortening process. After some discussion it now looks as though they’ll be going close to the centre of the coach, both on the same side of the underframe and opposite the battery boxes. In fact, this was not an uncommon arrangement on some NER coaches and we have drawings that show this type of arrangement. Although the new underframe is more or less ready to accept the body it is intended to complete the body repairs and roof board replacement before carrying out the switch in order to ensure there is maximum strength in the body and avoid damage.



Alan Germaine

Top: Our latest new recruit, Bryan Orange, at work re-fitting knee irons on 189. The aspect ration of this picture has had to be adjusted slightly to get it to fit the space available, which has accentuated the curvature of the body pillars below the waist, nevertheless they are much more sharply curved than we are used to on more modern stock.

Bottom: The rebuilt underframe for 189 arrived back at New Bridge yard in mid-December. At some point it is hoped to substitute Fox bogies for the Gresley examples, and the buffers may be changed for the earlier GNR type oval buffers—if we can find some.



Bryan Blundell

We are still hoping to acquire a set of Fox bogies to replace the Gresleys under this replacement underframe and terms have been agreed, but we will have to provide replacements plus a working party to help recover them.

Another recent acquisition on E-bay is the pair of GNR steam heat controls. These probably are from a compartment vehicle and there is no trace of there ever having been such controls in 189 but have been acquired “just in case”.

Thompson Corridor Composite 18477

After a long period of waiting, 18477 finally made it to Pickering along with BG 110, which it is hoped to use as a stores vehicle. Andrew Daniel has been making the corridor side new frame sections and these are ready to fit, when a space becomes available under cover.

Thompson Full Brake 110

110 returned to Pickering for the first time in a few years over the New Year period, and was the subject of a concerted effort to sort out the interior and move some spares, such as gangway ends, into it. These had been moved into the workshop after the metal thefts but were very much in the way and preventing anything useful being done in there. With the sorting complete there is a fair amount of usable space in there now, ready for when 18477 progresses.

Gresley Open Third 56856

56856 has now received its replacement wheelsets and is ready to re-enter traffic, but this episode has highlighted the need for a spare pair of bogies to be ready for use when needed, otherwise coaches can be out of service for lengthy period. The LNERCA has always recognised this problem and has endeavoured to collect spare pairs of bogies that could be refurbished to provide running spares, but the NYMR has so far failed to recognise their value and seems to view them as junk that it would like to tidy up. It is to be hoped that the problems with 56856 may help them to see the error of their thinking!

Fish Van 75169

As 189's new underframed arrived, 75169 was sent in the opposite direction in order to get the welded repairs to the underframe completed. Whilst it is away, research is being carried out to locate the drawings for this design in order to allow the timber body framing to be built, there being none of it left worth re-using, although some pieces were kept as patterns. We already have the plywood panels in stock but have yet to buy the timber for the framing. Similarly new timber roof boards will need to be purchased, as will new wheelsets if one person's dream of running it to Whitby is to be realised!

GNR Saloon 3087

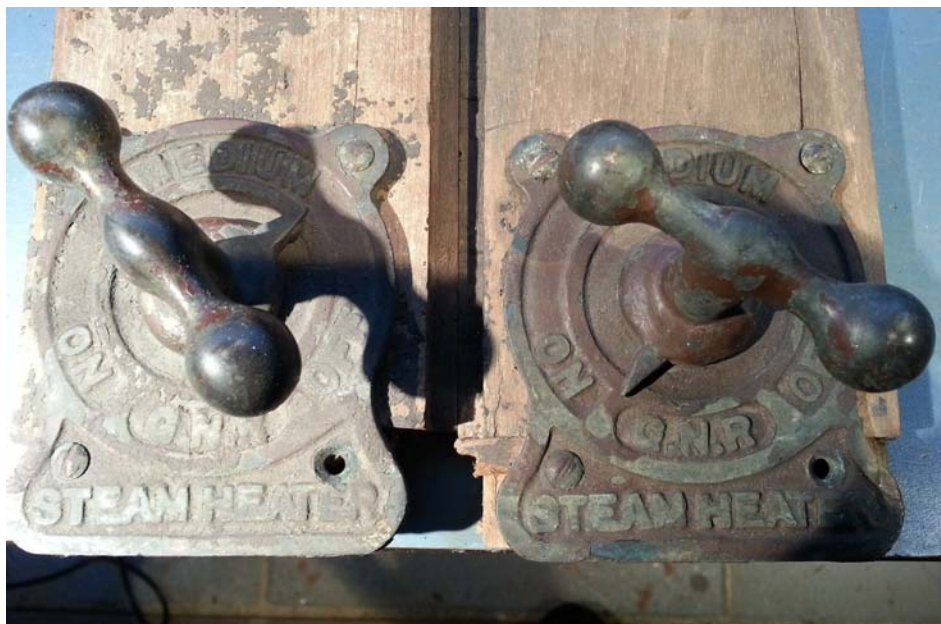
3087 is the latest of the teak coaches to progress through the paintshops and has emerged with LNER lining applied and carrying its LNER number—43087. Although work has yet to begin, 43087 is almost certain to be the first teak coach to run to Whitby as the NYMR are keen to get a Whitby-capable private hire coach in service, the GW saloon not being suitable for NR running because it has screw rather than buckeye couplings.



Nick Stringer

Top: 75169 is now in the workshops of our contractor at Shildon undergoing repairs to its underframe, after which it will return to Pickering for the body to be rebuilt.

Bottom: A pair of GNR steam heater controls recently purchased on Ebay with 189 in mind, although no evidence of such controls has been found as yet. It may be that the coach didn't have them and that control was determined by whether the steam valve on the locomotive was open or closed—there are technological attractions of such an arrangement!



Dave Cullingworth

3669 to take part in Flying Scotsman Exhibition at the National Railway Museum

As reported briefly in the last Newsletter, Gresley Brake Third 3669 has been invited to take part in the 'Flying Scotsman' exhibition in the National Railway Museum running from Friday March 25th (Good Friday) through to Sunday May 8th 2016. This will be a prestige exhibition featuring the return to traffic of Flying Scotsman, the engine, but the NRM also want to show representative examples of carriages that worked in the Flying Scotsman train, and of course 3669 is one.

There will be 3 examples of carriages that worked in the Flying Scotsman train on display. To control the crowds, access to them has to be pre-booked, and in fact the NRM's website is already accepting bookings. There is a nominal £8 per person admission charge to the exhibition, of which incidentally neither the carriage owners nor the Association receive anything.

The name of this exhibition is 'The Flying Scotsman Carriage Experience - Service with Style (SWS)'. It will take place on board three linked carriages which were once part of the Flying Scotsman train service. These carriages will be an 1898 East Coast Joint Stock (ECJS) third class compartment carriage, our Gresley 3669, and the 1948 Thompson buffet car from the Llangollen railway.

The plan is to use 3669 to tell the story of some of the modern innovations which passengers would have experienced on-board the Flying Scotsman service. The experience on board the carriage will primarily be delivered through use of a binaural soundscape delivered via headphones. The luggage compartment of the carriage will also be used to screen a short film. There will be a spot lit chair in the centre of the carriage which visitors will gather round before the start of the film. After the film, visitors will be allowed to see into the compartments.

3669 has already moved to the National Railway Museum. It was collected from Newbridge yard on the NYMR on December 3rd, and taken by low loader to the Holgate Road works of Network Rail in York. From there it was moved by traverser to the works siding, where it was collected by the NRM's Class 47798, *Prince William*. The final part of the journey was by main line through York station in order to access the Great Hall. It will be stored under cover in the NRM's North Yard, where there is no public access. It will move to the Great Hall a few days before the exhibition opens.

Meanwhile, even though 3669 has been regularly in traffic on the NYMR, the volunteer team have been busy putting some finishing touches to her. This includes the emergency locker compartment, letter rack, removable table, more window trim, and last but by no means least, new blinds for all the compartment windows.

At the time of writing (early February) tickets for the exhibition are reported to be selling briskly, so if you want to go to see it, don't wait too long!

Workshop

We don't often feature the workshop but on this occasion there is good news to report, in that a major tidy-up and clear-out has taken place recently, spurred by the removal of the spare gangway ends to 110 amongst other things. The upshot is that the workbenches inside are now clear of piled "treasures" and can actually be used for their intended purpose!

In this day of modern rail travel, all our trains run in sets so if you wanted to travel to some other place off the main line, you would have to change trains at a major rail station. I found this article which is quite interesting and dates back to 1928 and is titled :-

THE 4.PM No.10 Platform.PM – LET,EM ALL COME

“Porter I want to go to Cleethorpes” “Yes Mam, 4pm No 10 platform
 “Porter, When is the next train for Scarborough?” Sir you will find a through carriage to Scarborough on the 4pm on No 10 Platform”.
 “I’m for Laisterdyke; when’s the next train?” 4pm, Sir No 10 platform, Bradford through carriage.”
 “How do I get to Woodhall Spa?” “If you get into the through carriage at the end of the 4pm train, No 10 platform, Miss you can get through without a change.”
 And so on, whether the destination be the North or West Riding of Yorkshire, or almost any part of Lincolnshire, Peterborough in Northamptonshire or Newark or Retford in Nottinghamshire, a journey without a change is promised by the 4pm. Omnibus train from Kings Cross. It is a long train of 14 coaches, weighing in all 449 tons and providing seats for 119 first class and 367 third class passengers, a total of 486.

The train was marshalled as follows :-

3 Vehicles.....	Leeds.
1 Vehicle.....	Bradford.
2 Vehicles.....	Newcastle.
2 Vehicles.....	York.
1 Vehicle.....	Scarborough.
4 Vehicles.....	Cleethorpes.
1 Vehicle.....	Horncastle.
14 Vehicles.	

The two carriages which go forward to Newcastle are restaurant cars, and so far as the “4 pm” is concerned, the journey terminates at York at 8.15 pm. They are subsequently attached to the 9.38 pm train from York, reaching Newcastle at 11.41pm.

There are no fewer than 34 destinations (excluding Newcastle), which can be reached without change of carriage by passengers travelling by the “4 pm” from London. At Peterborough (the first stop), the Cleethorpes and Horncastle carriages are detached and continue their journey by way of Spalding and Boston, at which latter place they are divided and go forward to their respective destinations by different routes. Meanwhile the rest of the train proceeds along the main line north for another 80 miles to Doncaster, where the West Riding portion is detached and runs north-west to Wakefield, at which point the Leeds and Bradford carriages part company. The York and Scarborough carriages journey together until the former city is reached at 8.15pm, and the Scarborough passengers arrive at their destination at 9.18pm, after a journey of 230 miles from London

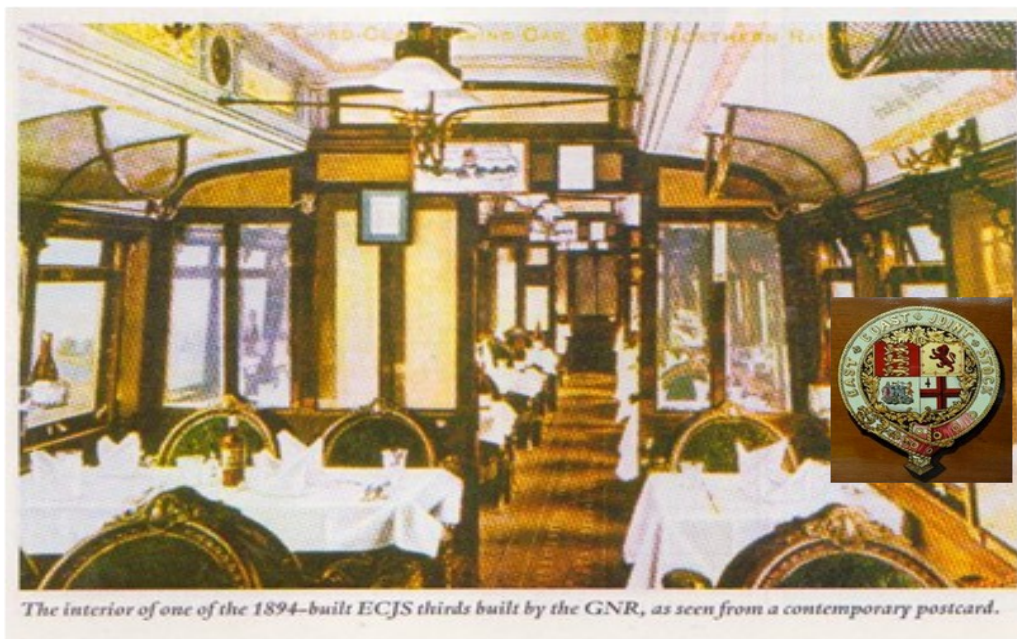
AND THE WIND UP OF THE WEEK IS:-

From volume 18 No 12 December 1928 of the LNER Magazine this little gem appears

A correspondent asks whether it is true that when a train is in motion “the top of the wheels travel quicker and farther than the bottom of the wheels” and if so, why so?

New to LNERCA!

Personal ECJS189 Mirror



This lady's pocket mirror, which comes in its own case, 8.5cm by 5cm, would make an ideal gift for the ladies. On one side is a stainless steel mirror, and on the other side the famous picture of the interior of 189 as it used to be, as shown here. To make it easy to hold, it has a small tab handle which features the East Coast Joint Stock crest. Price to LNERCA Members: £8.50 + £1.50 p & p (Price to non-members £9.50 + £1.50 p & p.)

Legacy Giving

What's a good way of helping LNERCA without costing you a penny right now? The answer of course, as most readers already know, is to leave a legacy to LNERCA in your will, thereby helping to ensure that more of our collection of historic coaches can be restored.

Until now, legacies have not proved to be a major source of income for the Association, but in the future they will become increasingly important, as other sources of funds dry up.

If you are considering leaving a legacy to LNERCA, and you would like to talk with someone confidentially, then please do get in touch with me. Also, if you have already made a provision for LNERCA, it would be good to hear from you, not only so that we can have the opportunity of thanking you in your lifetime, but also so that we can discuss what project or projects you would like the money spent on.

My contact details are nickstringer701@btinternet.com or 01423 340331.

Nick Stringer, Chairman & Legacies Officer

Sales Items

New Title: 1960's North Pennine Lines by DMU

Filmed in the early to mid 1960's on the introduction into service of the new Diesel Multiple Units, this DVD features lines which have either changed due to loss of services or facilities such as the Settle to Carlisle line filmed in 1967 or closed completely such as the route over Stainmore, the highest through route in England, or the Alston branch. The original 8mm silent film has had a commentary added but no faked sound.

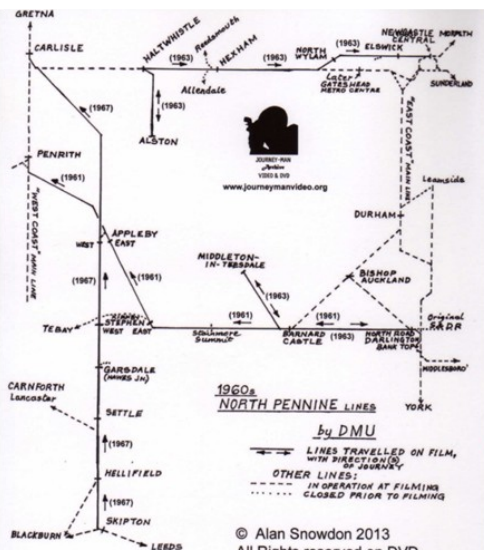
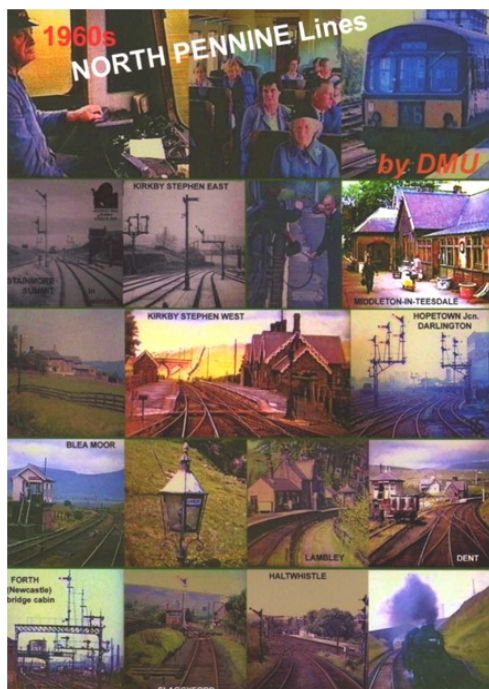
Filmed and produced by Alan Snowdon proceeds from this DVD are divided between the LNER Coach Association and Reigate and Redhill Live at Home Scheme (charity no. 1083995) supporting elderly people living in their own homes.

The lines covered are:

Darlington to Penrith 1961
 Darlington to Middleton-in-Teesdale and back in 1963
 Haltwhistle to Alston and back in 1963
 Haltwhistle to Newcastle in 1963
 Skipton to Carlisle in 1967

Running time is 42 minutes

Price is £10 + £1.50 p&p



Made from 8mm silent film, with informative narration.
 No attempt has been made to fake sound effects.
 Running time 42 mins.

Profits from the sale of this DVD support Reigate & Redhill Live at Home Scheme (a branch of Methodist Homes for Aged, Charity no. 1083995) providing activities and friendship for elderly folk living alone in their own homes.

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

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 (only L, XL sizes left now) £16.50

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

22118 mugs £7.00 + £2.60 p&p

LNER Steam Action

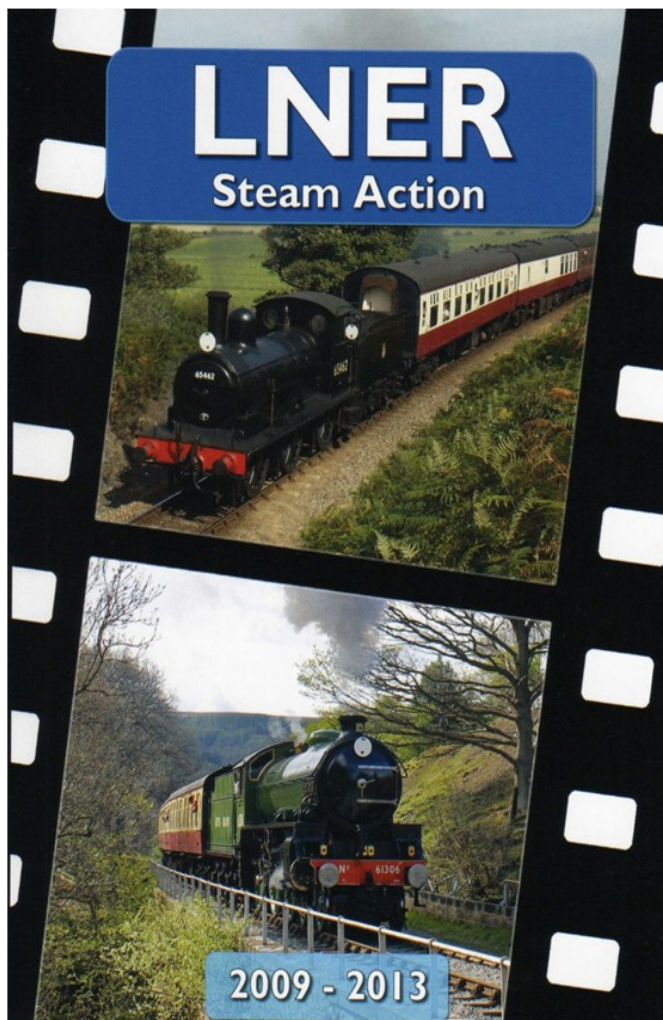
The LNER was the second largest of the “Big Four” railway companies created by the Railways Act of 1921. It was famed for its high speed luxury trains which ran on the east coast mainline and the streamlined locomotives developed to haul them although there were many other sides to the company of course and serving many industrial and coal field areas of the north east meant financial hardship during times of economic downturn. Thus many older classes of locomotive were kept in traffic longer than would otherwise have been the case. Being on the wrong side of the country from the famous Barry Scrap yard in South Wales, from which many of today's preserved locomotives have been rescued, has left the LNER relatively poorly represented on the preservation scene. This DVD captures in action LNER locomotives on freight and passenger trains in the years 2009 to 2013.

Featured Locomotives

A1 60163 Tornado, A4's 60007 Sir Nigel Gresley 60009 Union of South Africa and 60019 Bittern (also as 4464), B1's 61264 and 61306 Mayflower, B12 8572, J15 7564, J72 69023 Joem, K1 62005 Lord of the Isles, K4 61994 The Great Marquess, N2 1744, N7 69621, Q6 63395, O4 63601, Y7 1310.

Running time approx 96 minutes

Price: £10.00



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!

20th/21st Feb	Working Weekend
19/20th March	Working Weekend
16/17th April	Working Weekend
April 30th –May 8th	Coach Week
Saturday 7th May	AGM, Becket Room, Memorial Hall, Pickering
21st/22nd May	Working Weekend
18th/19th June	Working Weekend
16th/17th July	Working Weekend
20th/21st August	Working Weekend
August 27th-September 4th	Coach Week
17th/18th September	Working Weekend
15th/16th October	Working Weekend
19th/20th November	Working Weekend

In addition, there is a working group that meets at Pickering every Thursday, and Marcus Woodcock is around several days a week –if you would like to come along, please contact him to make sure he'll be there.

Letters

Hello Roger,

Thank you for the latest Newsletter.

In response to your queries regarding publication of the Newsletter, I would be happy to receive it by email.

I have no problems with the dates on which it is published, 3 times a year would be fine by me. There's plenty to see online in various places. There's also very little overlap between its contents and those in Moors Line. No need for any change in my opinion.

Best wishes.

John Freear(member 5).

Publication Dates

In future, we are going to try to publish the newsletter on a more regular basis, the aim being to try to bring it out in February, May, August and November, so please could all contributors supply their copy by the end of the preceding month.

If anyone would prefer to receive their copy by e-mail rather than by post this does help to save on postage.



Nick Stringer

New Acquisition

Eagle-eyed readers will undoubtedly have spotted the change to the stocklist at the front of the newsletter, which lists the addition of Gresley BCK 10178 to our collection. Formerly the property of the York area group it was their mess and tool van, and was the only Gresley on the railway to be kept under cover! It is many years since it has been used on PWay trains, but when it was it was the venue for the legendary PWay staff hot lunches, cooked on a Rayburn range installed in it! We had known for a long time that it would eventually become available to us, but have been putting off the day when it changed hands in order that it could remain in the shed at New Bridge for as long as possible. Sadly, all good things come to an end and the venerable BCK lost its place in the shed to a younger upstart in the form of the tamping machine, whose electronics have a tendency to misbehave if not kept warm and dry.

The BCK has long been in the LNERCA sights for a number of reasons. It fills a gap in our collection of a Gresley first class compartment coach and it is a true 1920s coach so is amongst the earliest LNER carriages around. Lastly, it is an East Coast vehicle, built for Flying Scotsman services so would have had the extra chromium plating of its fittings that was applied to ECJS stock. Despite its departmental conversion, much of the interior has survived and so the coach will form a very practical project in due course. For the time being it has been sheeted over and transferred to Grosmont for storage, taking the place of Thompson CK 18477, following the latter's move to Pickering for restoration. It's a shame that we can't start work on it now, as it's "Flying Scotsman" background might well attract funding amid the fervour of the engine's return to steam, but we have enough on our hands at the moment!