

ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY



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LNERCA VEHICLES

NER Luggage Composite
ECJS RTO 189
NER FO 2118
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 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
upholstery workshop
in store, partly rebuilt
in store, partly restored
in traffic
in store, partly restored
under restoration
under restoration
under restoration
stores vehicle

ASSOCIATED VEHICLES

Gresley Invalid saloon 3087.
Gresley TK 3291.
Gresley SLT 1299.
Gresley BTK 3669.
Gresley TTO 43632
Gresley TTO 43654
Gresley TTO 24109.
Gresley TK 3857.
Gresley RB 641.
Gresley TTO 56856.
Thompson CL 88339.

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 by B.R.C. & W., 1936, to Diagram 186.
Built York, 1936, to Diagram 155.
Built York, 1937, to Diagram 167.
Built by Metro-Cammell, 1938, to Diagram 186.
Built Cravens, 1947, to Diagram 338.

in traffic
in store unrestored
in store, unrestored
in traffic
in store, part restored
in traffic as RF
in store, part restored
in store, part restored
in traffic
in traffic
in store, awaiting repairs

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956.

Built by Metro-Cammell, 1936, to Diagram 186.

in traffic

www.LNERCA.com

<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. Johnson & Family, Whitley Bay; G. Smith, Wallsend; R.M. Brown, Peterborough, N. Carter, Guisborough, O.D.W. Smith, Salisbury; Y. Potts, Doncaster; R.S. Yole, Northallerton; J. Preston, Leeds; A.A.M. MacLean, Greenock; M.C. Allatt, London, D. Percival, Knebworth; J. Watkinson, Driffield; G.C. Pettitt, Woking; M.G. Thompson, Stockton-on-Tees; J.A. Hawksworth, Hebburn; A.N. Barton, Burton-on-Trent; J.F. Barry, Letchworth Garden City; D.W. Hall, Newcastle upon Tyne; J.K.W. Pearse, Bradford-on-Avon; A.F. Magson, York; W.J. Berridge, Grantham; C.H. MacLennan, Biggleswade; J. Sutcliffe, York; R.A. Hill, Bewdley; J.T. Taylor, Sutton-in-Ashfield; S.M. Torres, York; H. Dalton, Pickering; J.A. Young, Harpenden; P.J. Howell, Edinburgh; M. Brown, Gateshead; G. Phelon, Leeds; S. Cox, York; G. Cassidy, Stockport; D.W. Wood, Guisborough; D. Griffith, Wakefield; J.J. Maxim, Ipswich; 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.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. M. Thompson, Hull; S. Davison, Hull; M. Shepherd, Pocklington; J. Wilkinson, Nunthorpe; Doreen Williams, York; J.H. Hasler, York; J. Hunt, Woodbridge; R.J. Bubb, Kidderminster; Hull Area Group of N.Y.M.R.; Cartwright-Oldfield Trust, Aylesbury.

EDITORIAL

There is more good news this month in that our collection has expanded by the addition of a further coach, NER Luggage Composite 1111, which is currently in use as a store at Levisham, and is expected to remain in that role (with the agreement of the Levisham Station Group!) for the foreseeable future. No only that, but it comes complete with a large collection of spares (including the materials to replace the missing centre axle and return it to being a 6-wheeler. It will thus further expand the range of East Coast stock and it is hoped that one day it will form an important component of a non-corridor branch line train for special occasions on the NYMR, and it will of course be a highly appropriate vehicle for the NYMR. The agreement of the LSG for it to remain there has overcome the fear that with a change of ownership its position on the NYMR might be called into question

The acquisition of 1111 is the latest manifestation of the change that the LNERCA is undergoing, for a carriage restoring body to an educational and museum body. Of course our primary aim will remain that of giving the NYMR's passengers the opportunity to travel in authentically restored vintage coaches but we are gradually broadening our services to include a wider range of earlier coaches to illustrate how the coaching stock used on the LNER evolved, and we are putting into place more and more interpretive materials, such as those whose acquisition is detailed later in this newsletter, and also the various displays in the Atkins Building and the guided tours given by our volunteers. All these are positive developments that show the LNERCA to be a maturing organisation.

Front cover: A busy scene in the carriage shed earlier this year as 641 receives repairs and 1623 has the underfloor pipework of its steam heating system fitted.

Photo: Dave Cullingworth

Rear Cover:

Top: 1623 lifted using the carriage shed jacks to allow access for fitting the new steam heating pipework.

Photo : Malcolm Brown

Bottom: 3669 in position in the NRM's Great Hall ready for its starring role in the NRM's "Flying Scotsman" exhibition.

Photo : Nick Stringer

RESTORATION NEWS

Teak train

The NYMR has passed the first stage of an application to the Leader Fund for 50% of the cost of upgrading the coaches forming the teak train to make them compliant for Whitby running. That will hopefully see them being used more regularly, although we still need to increase the seating capacity of the set (by replacing the low capacity Ryedale saloon and Family Saloon 3087) for it to be of real value. Ideally, that would mean cracking on with 18477 and bringing part-restored 24109 and 23896 back to the head of the queue as our next projects.

Before all that happens, though, there is the small matter of successfully passing the second stage of the grant application, and Nick Stringer is busy working on that on behalf of the NYMR.

Thompson Corridor Third 1623

Work continues to progress slowly on the completion of 1623. Following its recent sojourn in the C & W shed it is now fitted with its overhauled bogies and has a working steam heating system, but there has been a setback on the exterior, where a large patch of filler has come away, taking the paint surface with it, obviously. It is thought that this patch of filler may not have adhered correctly, so the exposed area is being thoroughly prepared this time around before new filler is applied and the area is painted and re-scumbled. It is a slightly worrying development though—it was expected that there might be some “popping” of the filler around screw heads but the loss of a big chunk was unforeseen.

ECJS Restaurant Third 189

At the recent coach week in early May the emphasis was on 189 and there was some disappointment when it was found that the roof boards on the central clerestory were in poor condition and in need of replacement. It had previously thought that whilst the boards either side of the clerestory were poor, this central section was OK. Fortunately, when the new boards for the side were bought, we also had some for 18477 so we have the replacement material in stock. It now seems likely that a combination of the new roof boards and the repairs to the clerestory wooden frame will result in correction of the sag in the roof.

Another disappointment is that in the process of removing the teak panels to give access to the frame for re-seating the incorrectly fitted knee irons, many of them have split badly. Some may be repairable, but others may need replacing from our stocks. In a way it is not surprising that this damage occurred—the tumblehome curvature on this coach is much more pronounced than on later vehicles and the teak panels must have been put under considerable strain when fitted.

Consideration has recently been given over what configuration the interior should be restored to. Prior to the 1908 rebuild there was no pantry, just a 42 seat saloon. The 1904 rebuild introduced the pantry and reduced seating capacity to 33, but after consultation with the NYMR catering management we have decided to retain the 1904 arrangement with pantry as it is what they wanted. It is also the most accurate in terms of how we are going to



Malcolm Brown

Top: As part of the coach week activities, the former Pickering mess coach, Sleeper Third 1299, currently in store at Grosmont, had its torn overall covers removed and replaced with new ones

Bottom: C & W have recently revarnished Jim Kay's GNR Invalid saloon. It is now lined out for the first time in LNER style and has had its LNER number, 3087, applied.



Malcolm Brown

restore it as the Pullman gangways that we recognise today were not fitted until 1st 1908

Further photographs of contemporary GNR dining cars of very similar design have recently come to light at the NRM and are available as high resolution scans, enabling us to work out a lot more detail relating to the dining saloon chairs. When the time comes we may well be able to find a fabric that this close to that depicted, although it seems unlikely that it will be viable to commission reproduction material! The same applies to the central carpet, such carpet strip being a rare commodity nowadays.

Negotiations are continuing to secure a set of Fox bogies for eventual use under 189 but the recovery of them and replacement with one of our spare sets of Gresley bogies is likely to be complicated and expensive.

Thompson Corridor Composite 18477

18477 is now at Pickering but awaits removal of “heritage insulation” before work can proceed on fitting the newly manufactured framework. This may have to be done outdoors due to the shortage of shed space, but the aim is to get it completed as soon as possible so that we can begin to look for further grants for it.

Gresley Restaurant Buffet 641

641 has recently been receiving attention from C & W, particularly in the kitchen. The Stills boiler has long been a source of contention. The NYMR catering staff would like to see it removed and replaced by an alternative hot water provider, but it is such a distinctive feature of the bar counter that the owners are insisting that it stays. A compromise has been reached whereby the Stills will be retained and a second boiler will be installed in the kitchen, but this is almost certainly

Summary of Committee Meeting 5th March 2016.

The major discussion topic was centred on extra work required on ECJS 189 with much of the clerestory longitudinal timbers being rotten and much more of the carriage interior having to be dismantled. In order to effect the repairs, the pantry has had to be dismantled. Major decisions were required on how the interior would be finished as this affects current progress. A Project Team meeting followed the Committee meeting and outcome from that will be detailed elsewhere in this edition.

It was agreed that we should try and keep the fish van as Shildon as long as possible once the steel work rebuild has completed so that it can go straight into the Atkins shed when it returns. Space in the yard is at a premium.

It was noted that membership rates only just cover the cost of the newsletter production and postage. It was suggested that the membership rate should be increased for members who wish to receive a printed copy and to remain the same for those who sign up for an electronic copy. This will be presented to the next Committee Meeting but will need ratification by an AGM.

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The lack of security in the north end of the yard still not resolved. We are still waiting for IT budget to be resolved. We have contributed £500 toward cost of new security cameras.

It was hoped to get an internet connection in the Atkins shed so that we can use a PC to do online research and get to documentation in the Cloud.

The Sales Officer is in the process of having some lapel badges made.

We have been offered some planed oak and are awaiting photos and sizes of what is available.

Next Meeting scheduled for 11th June 2016

D.Cullingworth

Service with Style Exhibition, National Railway Museum

The NRM's 'Service with Style' was more of an audio/visual tour than an exhibition. It was designed to give visitors a feel of what it was like to travel on the Flying Scotsman, from its Kings Cross departure through to its arrival in Edinburgh. It was hosted in 3 railway carriages in the main hall. Headphones had to be worn, and you heard an imaginary journey from Kings Cross with various sound effects and a couple describing their experiences. Starting in ECJS no. 12 you sat in a compartment, set off and felt the carriage moving whilst hearing radio news clips from the 1920's and 30's.

Moving on to Gresley BTK 3669, the brake end was divided into two, with a cinema screen to show a short film typical of the period. The screen then ascended and you walked through into the other half of the brake end which had been done out as an on board hairdressers. The compartments in 3669 had temporary tables put in, with displays of 1930's audio equipment and a dictaphone. Finally you walked through into Thompson Buffet Lounge 1706 where you received a complimentary (soft) drink and heard about menus and drinks that would have been served in there. The whole tour took about 25 minutes and was very professional.

The only complaint was that there is little attempt to explain that the three carriages are representative of different eras of Flying Scotsman travel, and there was little said about the history of the three carriages, and, most importantly for us, where they could be seen once the exhibition was over.

That said, the exhibition certainly achieved its brief, to give the public a feel for Flying Scotsman travel, but it was a bit surprising that this brief had little explanation of the exhibits that the public were visiting - after all it is the National Railway **MUSEUM**.

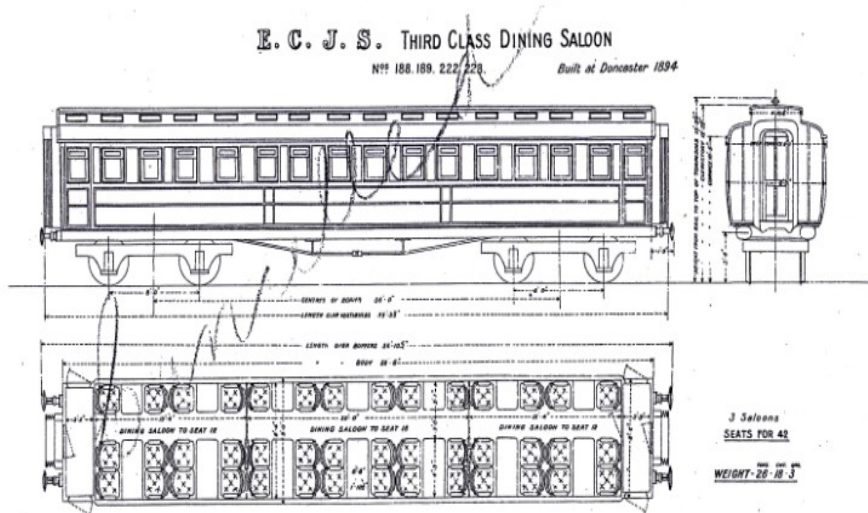
ECJS 189 - Some New Findings

Dave Cullingworth

There was always something about 189 that puzzled me. The history that has been bandied about is that in 1909 it received Pullman gangways, had 9 seats removed, a partition moved and a pantry/store room built. We certainly know that 189 had Pullman gangways as we can see where the top pistons came through the body ends and where the top castings were located in the vestibules. It had the early GNR pattern pistons with coil springs rather than the later LNER design with a single leaf spring. However would it really have retained primitive side gangways right up until 1909 when GNR and ECJS carriages started receiving centre Gould gangways from about 1895? It seems unlikely.

The answer seems to have now been found as Andrew and Marcus have discovered marks in the body end where castings for Gould gangways would have been located. It therefore had Gould gangways fitted (probably in 1895 or 96), then had those replaced with Pullman gangways in 1908/09. Now the question is why did they replace the Gould gangways with Pullman ones? The Gould gangways look very similar, the main difference is that there are no top pistons, the top is held in place with chains and 2 external springs sat upon small castings either side. When one considers that ECJS 12 in the NRM retained Gould gangways right up until withdrawal in 1952, it seems odd as to why 189 had Pullman gangways fitted to replace Gould ones?

The NER diagram book of January 1909 is very revealing as it has diagrams of both the old 42 seat configuration (with centre gangways) with the word 'Cancelled' written across it, and the new 33 seat configuration with pantry. As this book is dated Jan 1909 it seems likely that the four diagram 25 vehicles, 188, 189, 222 and 223 were probably all rebuilt during 1908.



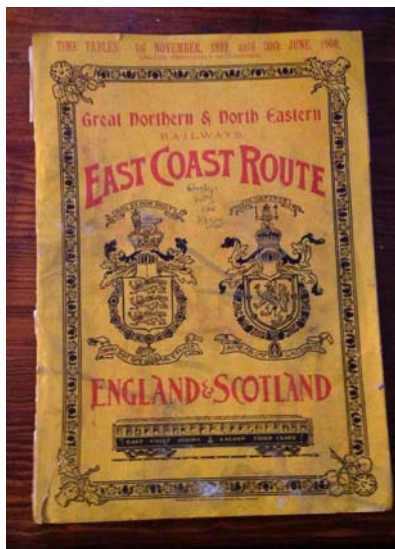
From the 1909 NER Diagram book showing the original 42 seat version of the Dia 25 with centre gangways before rebuild with pantry.

Courtesy NERA.

Teak and Spares News

In recent times we have been fortunate to secure a number of items that, whilst not directly coach spares as such, will go to enhance our collection. Among these are a genuine ECJS timetable from 1900 and an ECJS milk jug, and knife, fork and spoon as shown below:

All of these items were acquired for eventual display in ECJS 189 to enhance its



educational appeal and we will be on the lookout for any further items and also any spares such as LNER coat hooks as they occasionally crop up. This brings up a very important point: If you see any such items on e-bay, please **DO NOT** bid for them with a view to donating them to the Association—if we are already aware of them the result might be that you may drive the price up by actually bidding against the Association!

However, as always we would welcome donations (including suitable exhibits) that allow us to consider acquiring more such items in future—it's a result of our gradual development from a bunch of coach restorers to a fully fledged educational charity and our motto has always been that if we're going to do it, we may as well do it properly!

Returning to the more traditional teak and spares news, we have recently supplied a quantity of teak for the LNER "Beavertail" observation car and have had an inquiry from the SVR regarding the possible supply of further teak panels. Although our stocklist is well out of date, we don't think we have any spare panels available, so we are once again on the hunt a teak log to cut up.

A reciprocal order looks like heading the other way, in the form of an order for a batch of toilet compartment waste paper towel bins. We have had a small batch made in the past but the manufacturer we used is no longer available to us, but the SVR have someone they can call on. We need bins for 1623, 24109 and 23896 in the foreseeable future.

Chairman's Column

It's good to report on two major achievements in this issue of the Newsletter, the completion of 1623 to a 'runnable' state, and BTK3669's starring role in the NRM's Flying Scotsman exhibition.

For all those who have worked on 1623 over the many years of its restoration it will be very rewarding to actually see it in service, and congratulations to all of you. There are a few more small items to be sorted out, and unfortunately one of the panels is going to have to be re-scumbled, but we're pretty well there and it will make a splendid addition to our teak-liveried train.

You will read elsewhere in this Newsletter that we are planning a special launch train for 1623 on Saturday September 24th. We actually expect 1623 to enter service on the NYMR well before that, but the lack of a spare slot in the NYMR's peak season timetable precludes organising anything until September. This will be the first time that we have ever managed to run an 8 coach teak-liveried train of Association vehicles, so it will be a proud milestone in our 36-year history.

Our other excitement has been to see BTK3669 in the main hall of the NRM in a prestige exhibition. The exhibition featured carriages of different eras used in the Flying Scotsman, and 3669 was a fitting choice to represent the thirties. Unfortunately there was little opportunity to promote the Association, but at least 3669 was there, in the middle of the show. We can proudly refer to it in future as the coach that participated in the Flying Scotsman exhibition at the NRM.

Meanwhile in the Atkins shed, work has been proceeding apace on ECJS189. As always with LNERCA restorations, we are not cutting any corners, and we may get criticised for being cautious in deciding what needs replacement, but we want to ensure that the finished article is good for several generations. At the time of writing, we have turned the corner. The rot discovery stage is over, and the body is starting to go back together, with new timberwork wherever it is proved necessary.

As always, many thanks to all our volunteers, who put long hours in at the Atkins shed. We always need more people to help, even if it's just to show visitors around the Atkins shed. The more we can open up the shed, the more visitors we'll get, and the more donations to our cause.

A different way to help us – Railwayana and Model Railways

As always, we need more funds to help with restoration of our fleet of historic carriages. We have at least 10 more to do, and with restoration costs in the region of £250k, they will take many years unless we can raise the money more quickly.

Instead of cash, you might like to consider donating any items of Railwayana you might have to LNERCA. If you could part with such items now, LNERCA would immediately seek to sell them while prices remain high, and put the cash realised to good use on carriage restoration. The same could be said for your Model Railway, if you have one. Alternatively, if you prefer to keep them for the moment, please would you consider leaving such items to LNERCA in your will?

Either Railwayana or Model Railways would be equally useful to us, as we could use the proceeds from their sale towards one of our many projects, particularly the interior fitting out of ECJS189, or our next project, the overhaul of 18477. Please contact me directly by e-mail at nicktringer701@btinternet.com or on 01423 340331 if you feel you might have something to offer, either now or in the future. All suggestions will be discussed in the strictest confidence

Please contact me directly by e-mail at nicktringer701@btinternet.com or on 01423 340331 if you feel you might have something to offer, either now or in the future. All suggestions will be discussed in the strictest confidence

Special Train Saturday September 24th 2016

In May 2015 we ran the first special LNERCA train for many years, and now we're planning to run one again, but this time with no less than 8 teak-liveried coaches, all either owned by the Association or by one or more of our members. We are able to do this thanks to the completion of 1623 (not teak, but teak-liveried in LNER fashion) and the return of BTK3669 from its starring role in the NRM's Flying Scotsman exhibition.

The date chosen is Saturday September 24th, and there will be two round trips to Grosmont, departing at either 10.00 or 14.00 from Pickering. LNERCA members will be able to travel free of charge on either trip or both if they wish. It is planned to have the train hauled by an LNER or an NER engine, but as with all things steam engine wise, it will depend on loco availability on the NYMR at the time.

In selecting this date we have tried to avoid clashes with other railways' events, but we need to find spare paths in the NYMR's timetable. We know that the SVR is running special Flying Scotsman and Tornado trains on this date, with the SVR's teak train, but we hope that those members wishing to travel on one of those SVR trains, and also on the LNERCA special train, will chose either Friday Saturday 23rd or Sunday 25th September for their travel on the SVR, which would allow them to travel on our train as well.

If you wish to make a preliminary reservation for our LNERCA trains on Saturday September 24th on the NYMR, please send me an e-mail at nicktringer701@btinternet.com. Full details of the booking arrangements for this train will be released in the next edition of this newsletter. Meanwhile please make a note in your diary for what will be truly momentous occasion in our history.

New LNERCA website

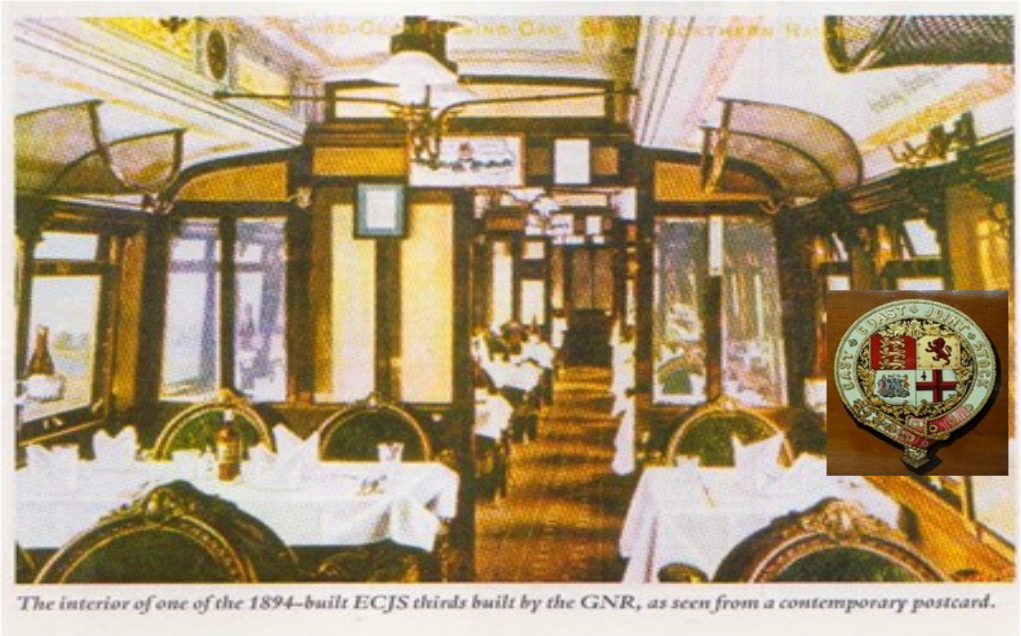
As many of you will have noticed, we have overhauled our website with a new design to make it easier for members to use and the Association to maintain. Murray Brown keeps it updated with news every month, but to get to this information, you have to enter the Members Area, for which you need a password, which any member of the committee will gladly supply you with if you are a member.

The new website is still work in progress. The shopping pages are not yet in action, and the stocklist area will be greatly enlarged once we have a more detailed description and history of every vehicle under the Association's care.

Nick Stringer
April 2016

New to LNERCA!

Personal ECJS189 Mirror



The interior of one of the 1894-built ECJS thirds built by the GNR, as seen from a contemporary postcard.

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

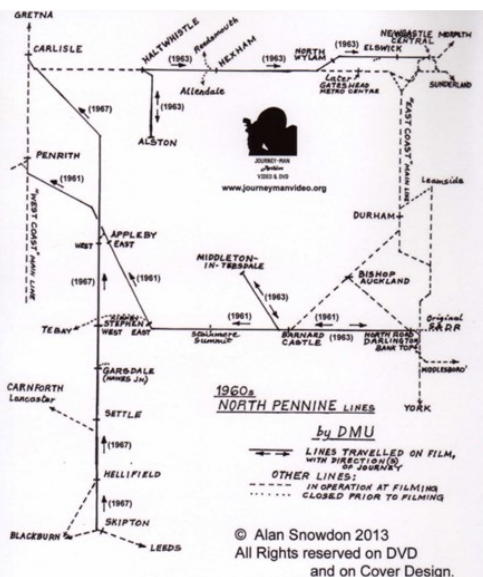
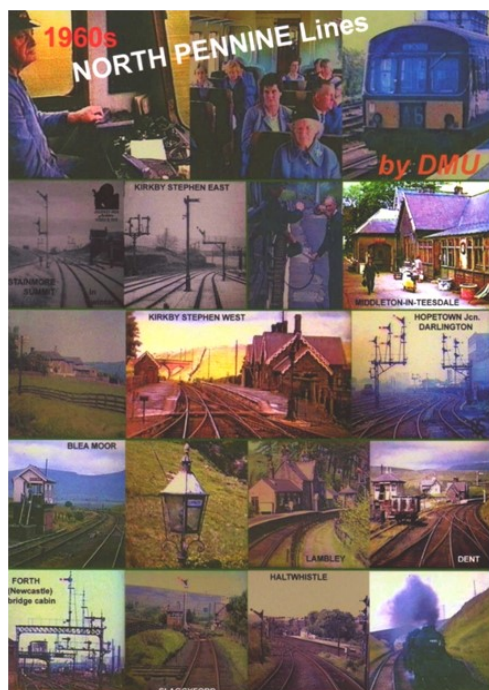
Haltwhistle to Alston and back in 1963

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.

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

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

LNER Steam Action

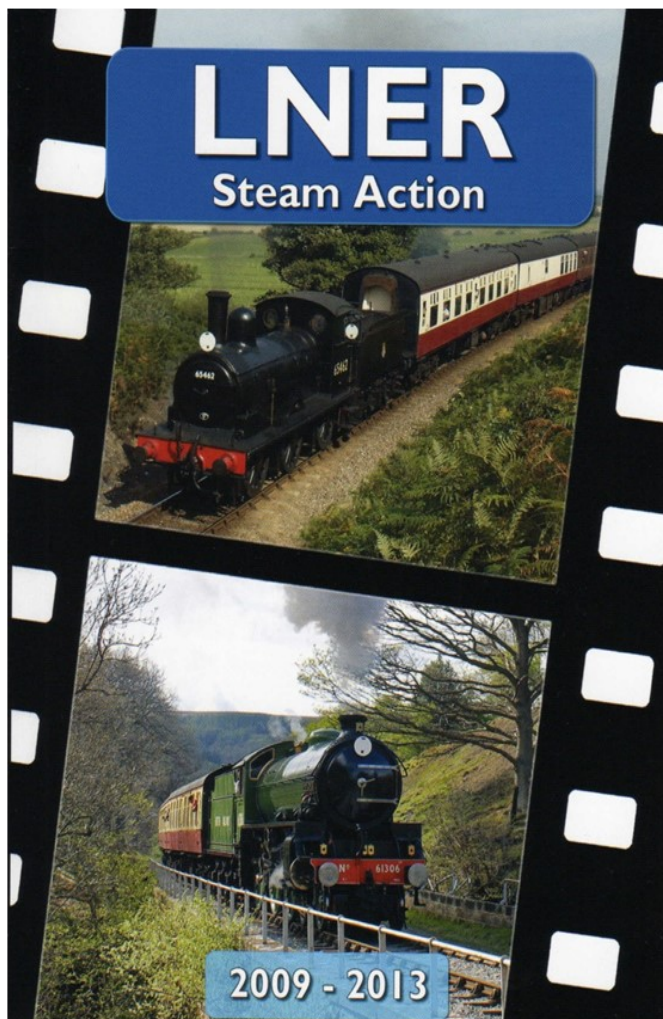
The LNER was the second largest of the “Big Four” railway companies created by the Railways Act of 1921. It was famed for its high speed luxury trains which ran on the east coast mainline and the streamlined locomotives developed to haul them although there were many other sides to the company of course 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



22118 mugs £7 + £2.60 p &p.

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

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 Nov	WW		
18th/19th Dec	WW		

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 Moorsline. 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 March, June, September and December, so please could all contributors supply their copy by the end of the preceding month.

This issue was delayed as it is the Editor's busiest time of year. It has been suggested that the publication dates are amended so as to be apart from Moorsline, so that the same information does not appear in both. Opinions on this will be gratefully received!

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

