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LNERCA VEHICLES

NER Luggage Composite 1111
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 43087.
Gresley TK 3291.
Gresley SLT 1299.
Gresley BTK 3669.
Gresley TTO 43632
Gresley TTO 43654

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.

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

<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. 105 was published we have gratefully received donations (in some cases, more than one) from the following members:

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* * * * *

EDITORIAL

This issue coincides with the entry of 1623 into traffic on the NYMR, bringing with it 42 more much-needed seats to the teak train, an event which is to be formally celebrated with a special train in September once the summer rush is over. We have, of course, been able to run an 7-coach train before but that needed the addition of the non-corridor CL to the train and was last seen prior to 3669 being completed. It's a pity, though, that it is currently unserviceable as it would be good to run a 9-coach train!

The 8-coach set is unlikely to run very often. It is more likely to run as a seven coach train to match the Mk 1 sets, with the GN saloon most likely to be removed and used for other purposes, but if our application for a grant towards carrying out the modifications needed to run to Whitby is successful this will further enhance its status as the NYMR's prestige set of coaches. That in turn will inevitably bring pressure to increase its seating capacity further. Fortunately we have two partly restored coaches in the form of 24109 and 23896 waiting in the wings for the finance to complete them, and hopefully we'll be able to find grant finance to get them completed largely by contractors. As they enter traffic, and 189 and 18477 follow, there will then be a need to find work for the displaced lower capacity vehicles, but it is reassuring to note that despite the grumbles emanating from the NYMR about their seating capacity they have always been found a use for. In particular it has been interesting to note the recent success of the curry dining trains on the NYMR. Whether you have a penchant for curry or not, these trains have demonstrated that there is a potentially good market for a second dining car train a tier below the Pullman train in terms of cost and service, but still very worthwhile business to have especially if fixed costs are shared by running it in an opposite path to the Pullman. The LNERCA should be well placed to meet these needs with 43087, 43632, 189 and other potential developments. It is also worthy of note that the NYMR found 56856 to be a worthy replacement for Car 79 in the dining set when the Pullman was withdrawn for wheelset repairs.

What all this means is that, in practice, we are now embarking on the restoration of our second teak train, a feat many thought would never happen, and a train that has a very good prospect of being just as useful to the NYMR as the existing train. I'm sure that if we keep the coaches coming the railway will continue to find uses for them.

Front Cover: A carriage worthy of Pullman status? A humble third class open, 56856 has been deputising for Car 79 recently whilst Car 79 was undergoing maintenance.

Photo: NYMR

Rear cover: A mystery coach—do you know the answer to the conundrum?

RESTORATION NEWS

Teak train to Whitby

Nick Stringer has now submitted the second stage application to the LEADER Fund (Rural Development grant aid) in the quest for funding to upgrade our set of LNER carriages to run on Network Rail to Whitby and the Esk Valley. The total cost of the upgrading is near enough £40K and as it involves the NYMR funding the remainder – assuming we are fortunate enough to be awarded a grant – then we must wait until next year so that provision can be made in the NYMR's budget. Upgrading involves fitting of lower shelf brackets to the buckeye couplings, testing and replacing where needed the bogie leaf springs and ultrasonically testing the axles, notwithstanding frame repairs to the GN Saloon 43087. In addition, the Buffet 641 will require lifting to access the rack plates which are in need of renewal, though this latter requirement is normal 'wear and tear', covered under the maintenance agreement.

ECJS Restaurant Third 189

A view of the carriage will reveal a large number of new timber repairs, highlighting just how much of this vintage vehicle was in need of remedial treatment. The well-attended Thursday working group has allowed much work to be undertaken and this includes splicing in a section of bottom rail, new sections of waist rail, clerestory bottom support rail and edges of the bottom sides between the pillars, pieces of teak are being spliced in where needed to form the edge that the lower teak panel butts against. On the clerestory roof, many of the rusted screws which hold the roof boards in place onto the hoopsticks, or carlines, have been removed, many of which require considerable effort whilst others have totally lost their 'bite'. Some roof boards will be replaced as the originals are badly cracked. The droplights blind covers and other internal body fittings are in the process of being stripped and re-finished ready for eventual refitting.

Other work has seen more varnish stripping on the body to get back to bare wood, ready for the day we are ready to start applying gold size and numerous coats of varnish. It was pleasing to welcome 12-year old Oliver Elder who put in a good day's work and who had been brought along by his father Dave from York. It is good to see a youngster being brought up correctly!

No further work has been undertaken on the underframe onto which 189 will one day be moved. We await David Elliott's (A1 Trust Engineer) drawing as to final location of the brake cylinders.

Fish Van 75169

DC Engineering at Shildon has completed the grit-blasting, replacement of steel sections, welding and painting of the underframe and the four vertical corner stanchions. The Fish Van is now awaiting movement back to Pickering – it will be stabled adjacent to the turntable road which runs alongside the LNERCA's workshop at High Mill. Andrew Daniel has been asked to organise the renewal of the woodwork. In this respect, Bob Gwynne at the NRM has kindly

agreed to allow an inspection of the NRM's 'Blue Spot' Fish Van to allow measurements to be taken. When E 75169 was dismantled, many of the wooden frame parts were retained to be used as patterns.

Thompson Corridor Third 1623

This unique carriage is virtually complete. After Dave Simpson, our scumble expert, came up from Bo'ness to effect repairs to a damaged section of paint, caused by a section of filler expanding in the heat (documented in the last Newsletter), the final outstanding items were being ticked off. 1623 had a successful test run to Levisham on Wednesday July 27. One annoying defect noticed was what appeared to be a wheel flat. The C&W Manager, who was on board, subsequently thought this was in the root of the tyres and not on the actual tread, as the noise was only noticed when traversing a left hand curve. He was optimistic the 'flat' would likely wear itself out in due course.

1623 was immediately put inside the C&W paint shop to allow a final two coats of varnish to be applied, the outside having been given a clean and rub down in preparation.

The final compartment lights were fitted on July 30. A trial fitting with a L.E.D. lamp showed how bright and beneficial it would be if the whole coach were fitted. Accordingly, this will now take place. By so doing the amperage will reduce dramatically from 25 Amps to 4. This will help to conserve the batteries and extend their life.

The south end water cistern has finally been cured of leaking and, accordingly, after being dismantled numerous times in an effort to cure the various persistent leaks, the cistern and drop pipe will be repainted in primrose. All the internal signs have been applied – those in the compartments warning of £5 penalty for pulling the chain and below the door droplight warning not to put head out of window.

We await the provision of a fire extinguisher and then 1623 is within sight of being finished. Serious restoration work first started in 1997. Prior to that, only remedial protection measures and stripping had taken place.

Away from the NYMR

Our stored underframe at the Embsay & Bolton Abbey Steam Railway, which has been earning its keep underneath the Autocar body for several years, was finally liberated on July 22nd when the Autocar body was craned off to be united with the motorised underframe which had completed trials on the Great Central Railway.

The underframe was due to be transported to DC Engineering, Shildon, as this Newsletter closed for press, where its bogies will be assessed for overhaul. There is a YouTube clip for those interested: <https://youtu.be/iwkwzruZKEk>

Chairman's Comments

It's been a somewhat frustrating time since the last newsletter. Unfortunately, we have been bedevilled by a number of challenges in getting 1623 finished, many of which were outside our own control. It's pleasing to report that, at the time of writing, 1623 has made its first run down on the line and is having a final couple of layers of varnish added. Thanks to the determined efforts of many of you, it looks as if we've finally got it into traffic.

The other major frustration has been the use of the teak set in this year's NYMR timetable. The good news is that the NYMR need the teak set, because, as the issues surrounding the September 24th special train have shown (see separate news item), the NYMR service cannot be run without them. The bad news is that the set always seems to leave Pickering behind a diesel! It has actually been planned that way, and is nothing to do with the NYMR's unfortunate shortage of steam engines this season. But running a 1930's set of carriages behind a 1970's diesel is wholly inappropriate, so one must assume that the concept of what makes an authentic heritage train is not being considered when planning the timetable. The obvious answer is to allocate a steam engine to the timetable slot for the teak train, and perhaps that may happen next year when the NYMR might have more steam engines.

As announced previously, we are going ahead with the special launch train for Thompson designed 1623 on Saturday September 24th. Thanks to the help of the B1 Locomotive society, the train will be hauled by a Thompson loco, which is rather appropriate for the occasion. I do hope that as many of you as possible will be able to travel on this train. If you can, arrive early so you can look round the Atkins shed at Pickering first. With luck and some planning, we're going to try to make the running of a LNERCA Special an annual event, although that doesn't mean that we'll have a new carriage every year.

Elsewhere, great progress has been made on the Fish Van and on ECJS189. By the time you read this the Fish Van should have returned from Shildon, with all its metalwork complete. ECJS 189 is down to its skeletal framework, with many rotten components now replaced. Thank you to the many volunteers who have worked on these projects.

Looking to the future, it has really become essential that there is a shed in which to store our carriages before we embark on any new restorations. It's good to report that it does seem to be recognised within the NYMR that a carriage shed has to be a priority, and good discussions are going on behind the scenes. Land for such a shed is not a problem, but planning permission and finance will be the key challenges. Nevertheless, I am getting more confident that it will happen within the foreseeable future. As they say, watch this space.

Nick Stringer
August 2016

LNERCA Special Train Saturday September 24th 2016

As announced in the last edition of this Newsletter, we are running for the first time a special LNERCA train on Saturday September 24th with no less than 8 teak-liveried coaches. The coaches will comprise all our running stock, which is 43087, BTK3669, RF43654, RB641, TTO56856, BTO43567, TTO23956 and TK1623E. By arrangement with the Thompson BI Loco Society, the train will be hauled by BI 4-6-0 61264 (subject to availability, of course). Members of the B1 society will be travelling on the train as well.

Due to the NYMR belatedly advising us that if we went ahead with our planned 10.00 Pickering departure, they wouldn't have enough carriages for the 11.00, changes have had to be made to the original plans. The LNERCA Special will now just be the one round trip from Grosmont to Pickering, departing at 12.30 and getting back there at 15.05. However, the coaching stock for the LNERCA Special will originate from Pickering and be used to form the 11.00 NYMR service train from Pickering to Grosmont, and will return as the 15.40 service from Grosmont. Members will be able to travel on these trains free of charge.

Therefore the services running are as follows:-

NYMR Service Train	Pickering dep. 11.00	LNERCA Special	Grosmont dep. 12.30
	Grosmont arr. 12.05		Pickering arr. 13.40
LNERCA Special	Pickering dep. 14.00	NYMR Service Train	Grosmont dep. 15.40
	Grosmont 15.05		Pickering arr. 16.50

There will be a cash bar in the buffet selling real ale, coffee and teas. Jim Kay is organising a buffet lunch to be served on the 12.30 departure from Grosmont. There will be no charge for this lunch, but a donation of £10 per head is suggested from those partaking. Jim would be very glad to hear from any members who are willing to help out with the serving of this lunch.

On the arrival of the LNERCA Special at Pickering at 13.40, there will be a short ceremony to welcome 1623 back into service.

As regards booking arrangements, tickets will be issued for each train, limited to two per member for the NYMR service trains. Please note that the 11.00 train from Pickering will be quite full, because the NYMR has already accepted a group booking for 100 people. To obtain your tickets, which are free of charge to members and friends (within reason), please send an e-mail to me at nicktringer701@btinternet.com or write to Murray Brown whose address is at the front of this newsletter. Please state clearly which train(s) you would like tickets for. Please note that seats will not be reserved, apart from in the Invalid Saloon. If you have already contacted me following the previous announcement, I will be contacting you shortly to establish your ticketing requirements.

Please ensure that all requests for train tickets are made by September 10th to allow us plenty of time to plan things.

One final point – although the main purpose of this train is to celebrate the entry into service of 1623, the Association is as ever in need of funds towards our next restorations, so your on-train donations will be most welcome.

EAST COAST JOINT STOCK TIMETABLE

By Paul Johnson

I always keep an eye on E-bay for any interesting L.N.E.R coach spares that may be of use to the group. By chance I came across a genuine E.C.J.S timetable from 1899. I say by chance as it didn't come up on the usual search descriptions. I came across it whilst looking for something else and it was one of the suggested items on that page. Starting price was £9.99, so after contacting my fellow committee members to see if were interested as a group, and to make sure no-one else bid against me, I decided to bid. It finally went for £34.10 including P&P. About a week later it arrived. When I say it is a Timetable it would be more accurate to say it is more a travel brochure. It covers much more than the East Coast route including connecting services to the Caledonian Railway. But more of that later. It covers the dates 1st November 1899 until 30th June 1900 and has 74 pages. It also includes a selection of maps.

The E.C.J.S services are covered in the first eight pages. It tells us that there were seven trains on weekdays from Kings Cross to Edinburgh, and eight in the other direction. The fastest journey from London to Edinburgh was 7 hours 45 minutes, compare this to the 4 hours 20 minutes of today. The timetable is reproduced opposite.

Some of these had connections to the following destinations:-

GLASGOW(QUEEN STREET)

Kings Cross Departures:- 5.15am, 10.0am, 10.35am, 8.15pm(sat ex), 8.45pm and 11.30pm.

Glasgow departures:- 8.45am (ED dep 10.0am), 1.0pm (ED dep 2.20pm), 5.0pm(ED dep 6.25pm), 6.0pm(ED dep 7.35pm), 9.35pm(ED dep 10.50pm).

PERTH

Kings Cross Departures:- 5.15am, 10.0am, 10.35am, 8.15pm(sat ex) and 11.30pm.

Perth departures:- 8.35am(ED dep 10.0am), 12.30pm(ED dep 2.20pm), 4.10pm(ED dep 6.25pm), 9.40pm(ED dep 11.15pm).

DUNDEE

Kings Cross Departures:- 5.15am, 10.0am, 10.35am, 8.15pm(sat ex), 8.45pm and 11.30pm.

Dundee departures:- 8.45am(ED dep 10.0am), 1.0pm(ED dep 2.20pm), 5.0pm(ED dep 6.25pm), 6.0pm(ED dep 7.35pm), 9.35pm(ED dep 10.50pm).

ABERDEEN

Kings Cross Departures:- 5.15am, 10.0am, 10.35am, 8.15pm(sat ex) and 11.30pm.

Aberdeen departures:- 6.20am (ED dep 10.0am), 10.20pm(ED dep 2.20pm), 1.25pm(ED dep 6.25pm), 3.30pm(ED dep 7.35pm), 7.45pm(ED dep 11.15pm).

INVERNESS

Kings Cross Departures:- 10.35am, 8.15pm(sat ex), and 11.30pm.

Inverness departures:- 7.20pm(ED dep 2.20pm), 11.10am(ED dep 6.25pm), 3.50pm(ED dep 10.50pm), 10.30pm Sat Ex(ED dep 10.0am).

WEEK-DAYS								
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
LONDON (King's X.) dep.	5 15	10 0	10 35	2 20	8 #15	8 45	11 30	...
EDINBURGH (Wav'ly) arr.	3 40	6 30	8 45	10 45	4 0	6 0	7 15	...

Saturdays excepted

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
EDINBURGH (Wav'ly) dep.	10 0	10 20	2 20	2 50	6 25	7 35	10 50	11 15
LONDON (King's X.) arr.	6 30	8 30	10 45	2 40	3 10	5 50	7 10	7* 35
* On Sundays is due at 7.40 a.m								

SUNDAYS		
	a.m.	a.m.
LONDON (King's X.) dep.	8 45	11 30
EDINBURGH (Wav'ly) arr.	6 0	7 15

	a.m.	a.m.
EDINBURGH (Wav'ly) dep.	7 35	11 0
LONDON (King's X.) arr.	5 50	8 5

DINING CAR SERVICES.

PASSENGERS TRAVELLING BY THE SCOTCH DAY EXPRESS TRAINS which leave London and Edinburgh respectively at 10.am have time to

DINE AT YORK.

Hot dinners provided at 2s 6d. each. No fees.

"FIRST AND THIRD CLASS CORRIDOR DINING CARS, connected throughout by covered gangways are run in the undermentioned through express trains:-"

This was the 2.20pm from both Kings Cross and Edinburgh.

"Luncheon dinner and other refreshments will be served *en route*, the charges being as follows:-

LUNCHEONS.

Served in the down train between KING'S CROSS and YORK, and up train between EDINBURGH and DARLINGTON.

First class2s 6d

Third class.....2s 0d

Also a la carte, at buffet charges as per daily bill of fare.

DINNERS

TABLE D'HOTE.

First class.....3s 6d

Third class.....2s 6d

TEAS

Served between KING'S CROSS and EDINBURGH at any time on the journey.

Tea or coffee, with roll and butter.....6d.

Other refreshments at buffet charges as per daily bill of fare.

As there were only one train in each direction that contained dining cars everybody else had to make do with Luncheon baskets. These had either hot or cold fare and were provided at the Refreshment rooms at King's Cross, Peterboro', Grantham, Newark, Retford and Doncaster. These cost 2s 6d each. If you required a half bottle of Claret or Burgundy, bottle beer or mineral water the cost rose to 3s 0d. You could order these by contacting the train guard or station staff at a preceding station from which a telegram of your order would be sent. In order to prevent wrong delivery passengers were advised to give their name to the official taking the order. It was also possible to obtain a basket from York by ordering in the same way.

Passengers who were due to arrive at Perth after 10.0pm and were desirous of obtaining a hot meal at the hotel, could advise the Station master or Inspector at any G.N., N.E., or N.B. station at which their train stops, in order that a telegram may be sent to the Manager of the hotel.

Teas, on trays, for two or more passengers, were served in the trains from the Great Northern Railway refreshment rooms, and passengers desirous of availing themselves of this convenience could give notice to the guard at the previous stopping station. The charge for tea so served, including bread and butter or a bun, was 6d. each person. Tea cakes could also be obtained if ordered at a previous stopping station.

A glass of fresh water could be obtained free of charge at any Great Northern refreshment room.

So what is the rest of the timetable made up of? Well here is a brief description of the rest of the timetable.

North Eastern Railway Tourist programme

This provides details of week-end and ten day tour tickets to various tourist destinations from Cumbria to Derbyshire to Scotland and Wales. This takes up over 30 pages to list all the various fares.

Continental sailings

This covers sailings from Hull, Harwich and Newcastle to Germany, Norway, Sweden and Denmark. This includes through fares from various North Eastern stations. For example:- Whitby to Antwerp by rail and steamer 1st return is a snip at 91 shillings and 6 pence.

Circular Tour tickets

"Passengers may obtain tickets at reduced fares for any Circular Tours selected by themselves of not less than 200 miles on the North Eastern Railway system."

There were 12 circular tours of north east England, each is shown with its own map and a list of places of interest. There is a separate two pages listing the attractions at the Principle places of interest.

Goathland:- Thomasin Foss, Water Ark, Mallyan's spout (a cascade of over 100 feet high), the Killing Pits (the site of an ancient British village), Roman Road near the hamlet of Julian Park.

Levisham:- Hole of Horcum, Bridestones, Roman Camp, Needle's Eye, Newtondale.

Pickering.- Ruins of Castle, St. Peter's Church, Quarries, Ruins of Gropton Castle, Roman Camps, Lanbigham Church (this may be spelt incorrectly but the print is very faint).

There was nothing of interest in Grosmont!

District Annual Tickets

These were 1st class annual tickets over certain lines covering 8 separate maps. Prices range from £25 to £30. Map 4 covers out to Pickering from York. Other destinations on this map include:- Thirsk, Ripon, Leeds, Selby and Pocklington. Extra lines could be added at 2 shillings and 6 pence a mile.

Official Agents of the North Eastern Railway Company

These were the agents of the Tourist Programmes over the NER. This covers various towns and cities around the UK. They also had agents in Antwerp, Brussels, Cairo, Paris, Jaffa, Jerusalem, Naples, Nice, Rome and New York USA. It seems many people in foreign countries wished to see the delights of Northern England from an NER train.

It is hoped that once ECJS 189 is finished a small display of ECJS artefacts in a suitable display case will be put into this coach.

Painted “Teak” and Reading Lamps

By Lawson Little

For the six years between 1945 and 1951, I had the great pleasure of travelling to school daily by train. The line on which I got to know every point, every signal and lineside structure was the LNER backwater from Chesterfield to Lincoln, the former LD&ECR main line.

Our merry band of pupils was confined to a couple of special saloons to prevent us disturbing the infrequent ordinary passenger, the latter being catered for by one of several three-coach sets of ancient Great Central non-corridors. I use the word ancient advisedly, as these veterans were forty years old even then; many had clerestory roofs and some were still gas-lit (*a three-compartment gas tanker stood for years at the buffer stops on the centre release road at Chesterfield Market Place to minister to their needs*).

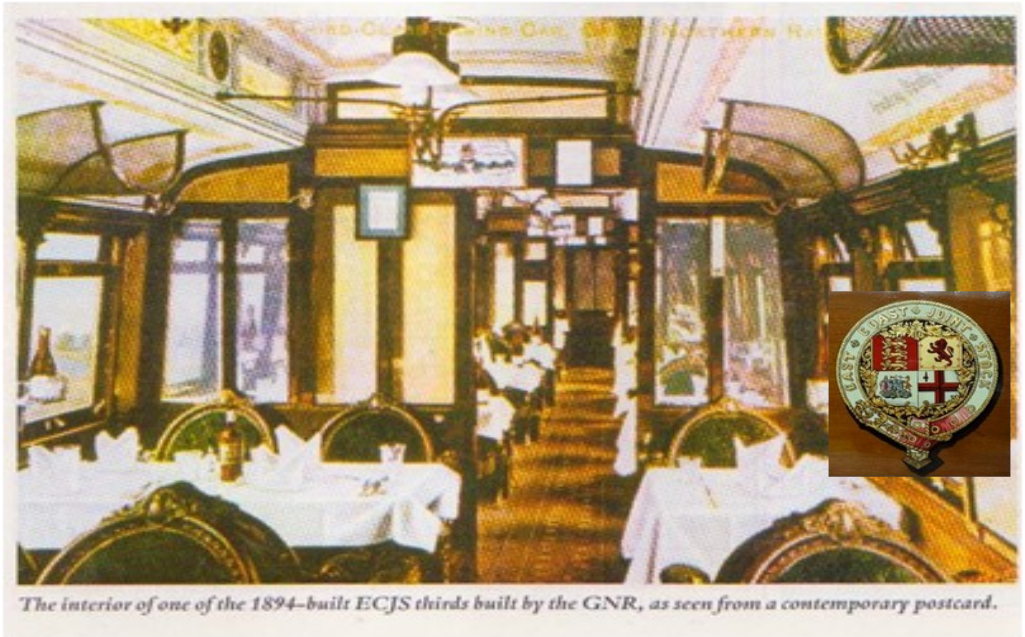
Then one unforgettable day, probably around 1947, a remarkable sight met our eyes – a brand-new three-coach set of Thompson coaches! Comprising two brake-thirds and, wonder of wonders, a *lavatory-fitted* semi-corridor composite, they were finished in an ersatz teak livery, complete with painted “knot-holes”! When we managed to inspect the interiors, even more wonders – gone were the dusty horse-hair stuffed seats we were used to, replaced by well-upholstered comfortable sprung seats - there were even individual reading lamps!

The Thompson set was used turn-and-turn about with the old GCR warriors, the LNER presumably being too cash-strapped to afford a second set, and ran until the line was closed only a few months after I left school in July 1951. Despite much research I’ve never been able to establish their numbers, though I do remember that the brake-thirds were consecutively numbered.

I hope to survive long enough to enjoy a ride in ‘our’ Thompson CL, to bring back memories of those long-ago days.

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: 1960s' North Pennine Lines by DMU

Filed 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.

Filed 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

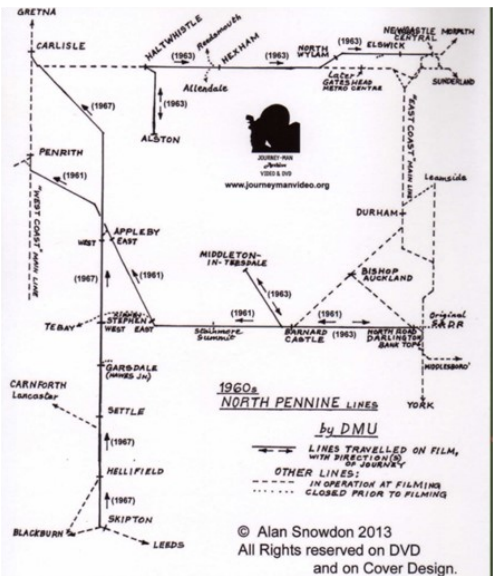
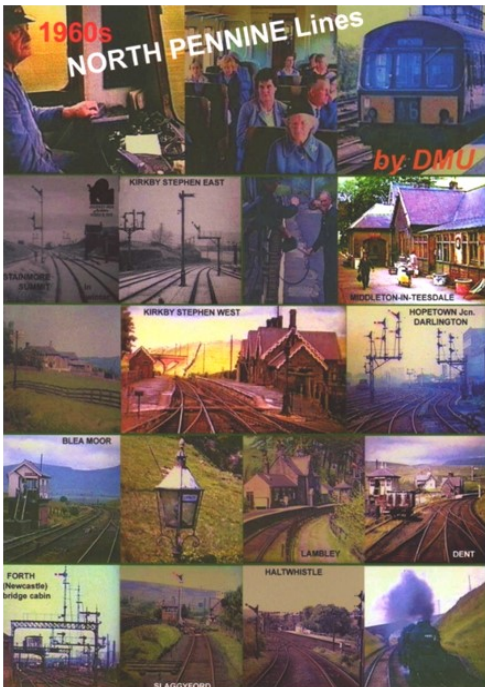
Haltwhistle to Alston and back in 1963

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.

Other 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 (only L, XL sizes left now) £16.50

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

22118 mugs £7 + £2.60 p & p.

LNER Steam Action

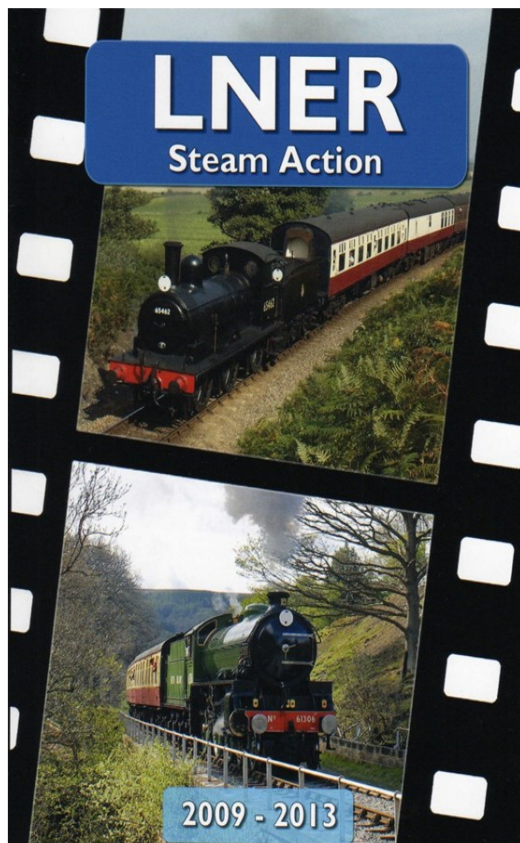
The LNER was the second largest of the “Big Four” railway companies created by the Railways Act of 1921. It was famed for its high speed luxury trains which ran on the east coast mainline and the streamlined locomotives developed to haul them although there were many other sides to the company of course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

Coach week	27th August-September 4th
Working weekend	17/18th September
Special Launch Train for 1623	24th September
NYMR Gala weekend	30th September-2nd October (help needed for sales stand)
Working weekend	15/16th October
Working weekend	19/20th November
Working weekend	17/18th December
Christmas/New Year Working Days	27-31 December (check with Marcus for actual days)
Working Weekend	21/22nd January
Working weekend	18/19th February
Working weekend	18/19th March

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.

Summary of Committee Meeting of Sat 11th June 2016

The meeting was attended by 8 Trustees and Committee members.

Provision of bogies for 189 underframe was discussed and as acquisition of Fox bogies was taking time to co-ordinate, it was decided to overhaul a set of Gresley lightweight bogies. This will allow the brake system to be connected up on the shortened underframe. The best set of bogies will come with the purchase of the spare underframe from Embsay (currently under the Autocar).

It was agreed that the fish van be brought back from Shildon and hoped that it could go in the yard alongside the Pullman siding on isolated rails. Murray Brown was elected as Project Manager for the fish van 75169.

3669 would be entered into the 2016 HRA Carriage Competition and 1623 will be entered into the 2017 one.

There will be an application to the Leader fund for help towards costs for preparing teak set for Whitby running. If they can provide 40% funding the NYMR will fund the remainder.

The NYMR IT Dept. now had budget to install security cameras in north end of yard.

ECJS milk jug and cutlery acquired from online auctions. Planned to put on display in Atkins building and eventually in 189.

D. Cullingworth, Secretary

BTK 3669 to become a theatre

Those of you who study every word of Moors Line will have noticed on page 63 of Issue 191 that it is planned to use a 1930's carriage during Wartime Weekend to perform a play called 'Bomb Happy'. The carriage in question is of course BTK3669, whose brake van area has been deemed suitable to be used as a small theatre. The owners of BTK3669 are delighted that it is going to be used for this purpose, as it is another opportunity to raise the profile of the Association.

A Puzzle Picture

Dave Cullingworth recently spotted a print of the photo below of a Howlden ECJS or GN clerestory coach, photographed in its later years as departmental No. 961503, for sale on E-bay. It raises some questions—can anyone help with the answers?



What is obviously unusual about this coach is that it has had an underframe change -it is on a Gresley angle-trussed underframe with the characteristic clipped-head buffers. It couldn't have received this earlier than the early 1930s when these were introduced. Why would such an elderly vehicle have a replacement underframe relatively late in its life? Any accident damage sufficient to write off an underframe probably wouldn't have done the body it carried much good either! If you know of any information surrounding this mystery we would love to be enlightened!