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LNERCA VEHICLES

NER Luggage Composite 1111
ECJS RTO 189
NER FO 2118
Gresley BCK 10178
Gresley RF 42969
Gresley TK 23890.
Gresley TK 23896.
Gresley BTO 43567.
Thompson BG E110E.
Thompson TK E1623E.
Thompson CK E18477E.
Fish van E75169
Covered Carriage Truck E1308E

Built York 1890
Built Doncaster 1894 to Diagram 25
Built York, 1922 to Diagram 204
Built York, 1924 to Diagram 34
Built Doncaster, 1929, to diagram 10C
Built B.R.C. & W., 1935, to diagram 115.
Built B.R.C. & W., 1935, to Diagram 115.
Built York, 1935, to Diagram 191.
Built York, 1948, to Diagram 344.
Built York, 1950, to Diagram 329.
Built York, 1950, to Diagram 328.
Built Faverdale, 1949, to Diagram 214
Built York, 1950, to Diagram Y006.

Status

stores vehicle
under restoration
in store, unrestored
in store, unrestored
upholstery workshop
in store, partly rebuilt
in store, partly restored
in traffic
In store, partly restored
in traffic
under restoration
under restoration
stores vehicle

ASSOCIATED VEHICLES

NER RFO 945
Gresley Invalid saloon 43087.
Gresley TK 3291.
Gresley SLT 1299.
Gresley BTK 3669.
Gresley TTO 43632
Gresley TTO 43654
Gresley TTO 56856
Gresley TTO 24109.
Gresley TK 3857.
Gresley RB 641.
Thompson CL 88339.

Built York 1924 to NER Dia 155
Built Doncaster, 1909, to GNR Diagram 10.
Built by Metro-Cammell, 1930, to Diagram 115.
Built York, 1930, to Diagram 109.
Built B.R.C. & W., 1930, to Diagram 114.
Built York, 1935, to Diagram 186.
Built York, 1935, to Diagram 186.
Built York, 1935, to Diagram 186.
Built by B.R.C. & W., 1936, to Diagram 186.
Built York, 1936, to Diagram 155.
Built York, 1937, to Diagram 167.
Built Cravens, 1947, to Diagram 338.

under restoration
in traffic
in store unrestored
in store, unrestored
in traffic
in store, part restored
in traffic as RF
in traffic
in store, part restored
in store, part restored
in traffic
in store, awaiting repair

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956. Built by Metro-Cammell, 1936, to Diagram 186. in traffic

DONATIONS

Since Newsletter No. 106 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; D.W. Wood, Guisborough; G. Cassidy, Stockport; L. Copley, Robin Hoods Bay; A.N. Barton, Burton-on-Trent; Grace Nodes, Sutton-on-the Forest; M.C. Allatt, London; A. Snowdon, Redhill; A.J. Middleditch, Hitchin; D. Griffith, Wakefield; J.J. Maxim, Ipswich; N. Stringer, Knaresborough; M. Chapple, Darlington; A.T.W. Marsden, Darlington; E. Taylor, Hunstanton; A.F. Anderson, Peterborough; C.J. Hall, Tadlow; R.A. Hill, Bewdley; A.R. Beckett, Bristol; Dr. M. Thompson, Hull; S. Davidson, Hull; A. Rogers, London; J. Freear, Wakefield; D. Bent, Nottingham; J. Barry, Letchworth; J. Wilkinson, Nunthorpe; M. Brown, Peterborough; M.A. Jewson, Leeds; G. Simmons, Cheltenham; J. Carr, Bromley; P. Bowes, Chester-le-Street; R. Burns, Falkirk; G. Wells, Redcar; P.D. Gregory, London; S. Jenkinson, Wickenford; R.P. Houlton, Hull; M.D. Gill, Wilmslow; M. Trice, Croydon; PN Wilson, Bacup; J Hasler York; D. Thomas, Birmingham; J.C. Dyas, Harrogate; A.&G. Magson, York; C.S. Thompson, Bishop Auckland; P.W. Small, Haverhill; D. Caffall, Huntingdon; P. Lund, Chester; R.D.E. Brown, London, D.K. Young, Staines; J.R. Anderson, York, C. Grove, Yelverton; K. Richardson, York; R. Pearce, Derby.

* * * * *

EDITORIAL

Another one down! We have at long last finished 1623 and it is now in traffic and proving popular with passengers, so it is now full steam ahead on our next projects, notably ECJS189 and the fish van, with Thompson CK available to provide extra work for those happy days when we have a surplus of labour. The fish van in particular should take a lot less time than we have hitherto been used to and its rapid (by our standards!) completion should be another boost to our collective confidence. The popularity of 1623 suggests that 18477 will prove to be an equally useful coach for the NYMR, and although the public seem to regard all our third class coaches as being of first class quality, 18477 will be the first to feature seating that the LNER would have branded first class (with the exception of 3087, which was of course a first class saloon). Hopefully, next time round we will remember how long the finishing touches take and will not get too disheartened if that proves to be the case again!

We have no time for resting on our laurels, though - we have a deadline from the Heritage Lottery Fund for completing 189 that will be extremely tight, and we have to find more finance to finish all three vehicles, so please do keep your donations coming and if you can possibly think in terms of making a regular monthly contribution, please do so - our Treasurer, John Hasler will be pleased to provide account details for you to set up a standing order if you are able to do so.

STOP PRESS!

The NER Coach Group, owners of NER Open Third no. 945 which is under restoration at Levisham, have decided to join the LNER Coach Association. Working together, it means we have the opportunity to complete the restoration of this vehicle within the next 2 to 3 years. More details of how this will be achieved, and the story of the coach, will be given in the next Newsletter.

Follow us on Facebook : www.facebook.com/pages/LNER-Coach-Association

Front Cover: Newly overhauled 80136 departs Goathland with the teak set (minus GN Saloon and Ryedale) on the 15.40 ex Grosmont on 29th August. Lack of decent visible exhaust due to the heat!

Photo: Gary Lyne

Chairman's comments

Nick Stringer

It's great to report that for the first time there is a rake of 7 teak-liveried carriages in regular use on the NYMR, with no Mk.1's to make up the numbers. This long desired goal has finally been achieved through the entry into service last year of BTK 3669, and this year TK E1623E. The launch of the latter on September 24th is reported on elsewhere in this Newsletter, and was a momentous occasion, possibly one of the biggest in the Association's history. It was only made possible by a massive volunteer effort, stretching back over 20 years, and for all of you who have worked on the carriage, and of course the many of you who have also helped by way of donations, I hope you feel proud of your achievement. By the way, the NYMR could now run an 8 coach train, by including the GN saloon in the formation, but choose not to because of shunting complications.

The good news doesn't stop there.

Thanks to the increasing awareness of the Association's achievements, it is good to learn that our membership is steadily increasing, as is the number of working volunteers. We now have some 27 volunteers regularly appearing in the Atkins shed, usually on Thursdays and Sundays, but also often on Tuesdays and Wednesdays. As a result, work on ECJS 189 is progressing well, but we could always do with more people for both skilled and unskilled work. Whatever your interest, please contact Marcus Woodcock if you can help, even if it is only on an infrequent basis.

Also since the last Newsletter the Fish Van has returned by low loader from DC Engineering at Shildon. With all the metalwork now shotblasted and re-painted, the next task is to supply and fit the new woodwork which is an integral part of the structure before the roof can go back on. Murray Brown is the project manager leading this. Meanwhile the low loader that brought the Fish Van returned to Shildon with the two bogies that are destined for swapping with the Fox bogies that we are negotiating to acquire. In addition, DC Engineering have the underframe that we obtained from Embsay, the plan being that they will overhaul the bogies under that as well, so that we have a spare set of bogies. That will be a first for the Association!

During August coach week a hardy gang of volunteers managed to extricate the seats from Thompson CK 18477 and store them in the BG. This was a necessary preliminary to allowing asbestos removal contractors access to the asbestos located under the compartment heaters. Now, as a result of this work, the order has been placed for this asbestos removal to commence, after which we can do the frame repairs. The cost of this work is covered by a grant from the Association for Industrial Archaeology, for which we are extremely grateful.

With all the good news, on the other side there was disappointment that our bid for LEADER funds towards the cost of upgrading the set for Whitby running has been turned down. The NYMR is still keen to get the set suitable for Whitby, and we are exploring ways with them on how this can now be done.

The other disappointment which some members have commented on was the lack of mention of 1623's launch on the NYMR website, or the impending appearance of a seven coach teak rake in the Autumn Gala in the pre Gala publicity. We'll have to do more to persuade NYMR marketing that coaches of our quality are just as interesting as engines, if not more so. Meanwhile there will still be plenty of news about 1623 in the heritage/steam railway press, thanks to the efforts of Roger Melton and Murray Brown.

Finally, looking to next year, the suggestion has been made that we should repeat our special train at some point. Unfortunately I don't think we'll have any newly restored vehicle to show off, but maybe we don't need an excuse. Judging by the volume of complimentary e-mails I've had about September 24th we should just get on and do it!

RESTORATION NEWS

Thompson Corridor Third 1623

The area of damaged scumbling was expertly repaired by Dave Simpson, and the final touches were applied to 1623 in time for it to make its low key entry into traffic in early September, followed by its formal celebrations of September 24th, since when it has continued to run and attract admirers among the travelling public. There have been few teething problems but it has found that the armrests are quite vulnerable to damage and a number have had to be refixed with longer screws.

East Coast Joint Stock Restaurant Third No. 189

Marcus Woodcock has continued replacing defective half pillars along the bodyside. The old ones are sawn out and the new ones carefully cut to size, then glued and screwed into position. Further strips of teak have been cut and glued into position at the edge of the flooring between the half-pillars to provide a straight edge onto which the teak panel will rest.

Meanwhile, along both sides of the clerestory roof, all the maroon paint and sealant is being removed, together with prising out the scores of tacks which held the clerestory roof canvas in position. A decision has been taken to replace the main centre roof board – this overturns a previous decision to retain the original. It is felt that because of the weight of the replica gasoliers, notwithstanding the cracked original, this would be a more sensible decision. It does mean, however, removing some newly fitted screws holding the old centre board onto the metal hoopsticks.

The newly rebuilt underframe is now in store at Pickering, awaiting the moment when the body is ready to be moved on to it. Efforts are still being made to acquire a pair of Fox bogies to go under it but the negotiations are protracted and in the end we may have to use Gresley bogies.

LNER Fish Van E75169

The fish van is back at Pickering. It arrived on a transporter at New Bridge on Tuesday September 27th and was unloaded the same morning. In the afternoon, the C&W Class 08 shunter came to collect it and took it to Pickering yard. The following day, it was craned onto its temporary isolated piece of track alongside the LNERCA's workshop where it will now be rebuilt.

Andrew Daniel will be in charge of the woodwork necessary. An inspection of the NRM's 'Blue Spot' fish van (same design as ours, except it has roller bearings) took place on October 7th, when dimensions of the framing were taken. Andrew has now finished setting out the timber framing based on these dimensions and also using the old woodwork from 75169 had been retained as patterns. The next step will be to draw up a cutting list of the timber required. A colleague of one of the committee members works in the wood supply trade and has offered to provide the necessary hardwood at an advantageous rate, so it is hoped that work will now be able to progress at the same time as work on ECJS 189.

There were two variations of livery for fish vans. The first, seen on older vans such as ours, shows the steel stanchions painted white throughout their length, i.e. overlapping the black underframe. Later build vans (the 'Blue Spot' variety) tend to show the bottom of the stanchions painted black in line with the underframe.

LNER Composite Corridor (CK) No. 18477

During Coach Week, several volunteers, armed with torches, entered the gloom of the long-stored CK and removed all the seats, both seat bases and backs. They were taken and placed in the Thompson BG 110 for store awaiting the day when they will be needed for reupholstering. The seats had to be removed to allow contractors access to the asbestos sheeting underneath the steam heaters which, themselves, are underneath the seat bases.

18477 was subsequently shunted into Pickering yard where a specialist contractor removed all asbestos insulation, including that around the main steam pipe which runs underneath the carriage. The simple way of doing this particular job is just to cut the end of the whole pipe, drop it, and then remove the pipe in its entirety, but all the necessary precautions to prevent the asbestos fibres being released into the atmosphere have to be taken first, and the workers appropriately protected. There was a pleasant surprise when the first class end floor came to be investigated as it had been feared that there may have been asbestos present between the two layers of floorboards, but this was not the case - rather the same form of "chocolate box" corrugated plastic had been used, as it had been in the body sides.

With this work now complete, 18477 has been parked on the concrete apron outside the carriage shed and Andrew Daniel can now start work on installing the already-manufactured new body framing on the corridor side. Once that is complete work will continue on a lower priority basis whilst further grant applications are prepared and submitted.



Malcolm Brown

The fish van has now returned to Pickering (top) where it has been lifted onto an isolated piece of track near to the LNERCA workshop (bottom) Now it is full steam ahead for the body restoration to provide much-needed secure storage for larger and heavier spares, but also for occasional running at gala events.



Malcolm Brown

September 24th Special Train

Edward Thompson's descendant declares 1623 'open for passengers'

The culmination of over 20 years' restoration – but not all at once – finally saw Third Corridor 1623 enter passenger-carrying service on September 8th when it formed part of the 11.00 service from Pickering. The idea was to have it in service for a short period prior to its official debut on September 24th. It was a good job that course of action was followed – the carriage fought the restorers all the way to completion. The north end toilet plagued the volunteers right up until the launch day, working fine one day, then the flush handle sticking in the open position the next. Every time the cistern had to be dismantled which, in turn, spoilt the primrose paint.

The trial period in service also yielded another unexpected problem: when built in 1950, everyone was slim and thin because of the war – rationing was still in place. Fast forward 66 years and we have an obese society. Huge passengers forcing themselves out of the seats proved just too much for the small armrests, held in place by three one-inch screws. Virtually every time the carriage made a trip, we had to set to and tighten up the armrests, later using longer screws.

The 'big day' had arrived – Saturday, September 24th. Two return trips using the LNER set including TK 1623 were made – the first time an eight-coach LNERCA set had run on the NYMR. The event was a 'thank-you' for all the restorers, and their families to see and enjoy a ride with the unique completed Third Corridor.

We had to agree that the first run, the 11.00 service from Pickering, would be the normal service train but the 12.30 from Grosmont and 14.00 ex Pickering were special to LNERCA members and also the Thompson B1 Locomotive Society members. They had provided their B1 61264 – such an appropriate locomotive for the occasion. It carried the headboard 'The Thompson Renaissance', reflecting not only the return to service of 1623, but also the locomotive which had been out of service for 18 months whilst its wheels were repaired. Thanks go to Paul Brown, Commercial Manager, and Tim Fisher, Hospitality Manager, for getting this done for us.

On arrival at Pickering, LNERCA Chairman Nick Stringer welcomed everyone to the event, whilst Vice-Chairman Murray Brown thanked everyone for their support in so many ways. He singled out Jerry Hawley and two of his paid staff, Keiran Murray and Gordon Neale for all their assistance; the PRISM Fund which got the restoration off to a good start with the first installment of £2,000 (in total £20K); Master painter Dave Simpson from the SRPS, Bo'ness', who undertook the much admired scumbling; The Thompson B1 Locomotive Society for supplying the locomotive and LNERCA joiner, Andrew Daniel, for undertaking such a complex job as renewing the complete bottom rail whilst the roof was still in position – believed to be a 'first' in preservation circles.

Murray Brown then handed over to the special guest who announced just who he was – Edward Thompson's great-nephew, Tom Walters. Mr Walters was delighted to be asked to attend and recalled his Great Uncle when Tom Walters was a young boy, calling him 'Uncle Ned'. Mr Walters was then invited to cut a ribbon on one of the doors of 1623 to officially declare it 'open'. Mark O'Brien, NYMR boiler Inspector and Engineer of the TB1LS, had arranged a cab ride for Mr. Walters – the first time he had ever had one.



Malcolm Brown

Edward Thompson's great-nephew, Mr. Tom Walters, cuts the ribbon to officially launch 1623 into service.

A surprise on the day, which only two people knew about, was the provision of destination boards on 1623 which read 'King's Cross – Whitby' in the correct typeface. This recalled the days when there was a through carriage working, coming down to York on 'The Scarborough Flyer' and then being transferred to a Whitby service. Thompson carriages were often used on this through service. This has prompted calls to have the complete LNER set so adorned with 'Pickering-Grosmont' because current NYMR practice is not to have any carriages so fitted, despite it being a historical railway trust.

A sumptuous buffet had been provided by Maureen Skelton and her friends, Jim Kay and Edwin Craggs— it was much appreciated by everyone, whilst Andy Furness manned the bar. It was a superb occasion and a fitting and rightful culmination to so many years' hard slog. The event covered its cost and, indeed, put a few pounds into the LNERCA's funds to aid current projects.

Because of its success, arguably the best in the Association's history, consideration is being given to running a special as annual event – in conjunction with the Thompson B1 Locomotive Society - where members and families of both organisations can have an enjoyable day savouring the delights of being hauled by a LNER locomotive and riding in LNER carriages.

The LNERCA committee would like to thank everyone involved and all members for supporting this long restoration.

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

Dave Cullingworth

Up until 1893 the East Coast sets were made up of 4 and 6 wheeled carriages. However in 1893 Oldbury and Lancaster C&W companies were contracted to build 4 first and 2 third class bogie dining cars to NE design. This was a step in the right direction in terms of developing a prestige service although not particularly revolutionary having low plain roofs like earlier 6 wheeled stock and only 46 ft long.

The carriages were numbered as follows:

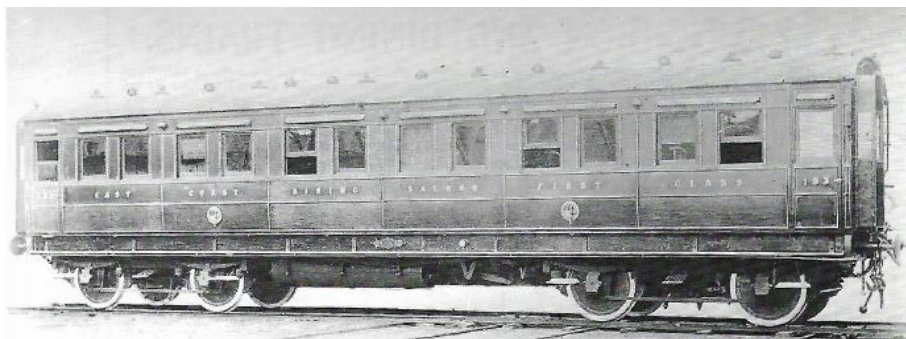
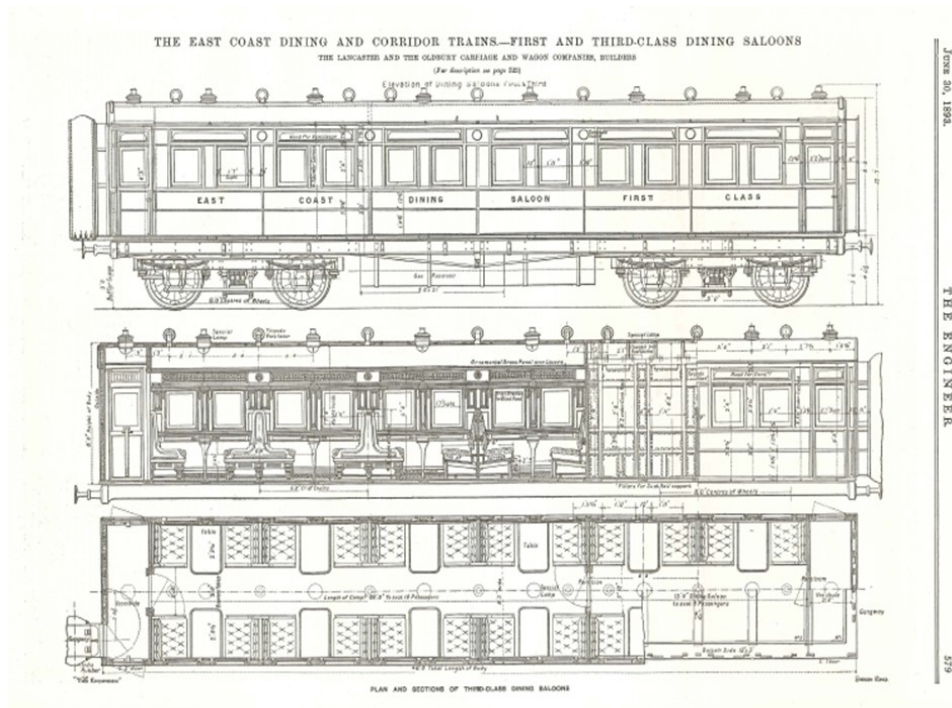
| No. | Dia | Built | Date | Type | Notes |
|-----|-----|-----------|------|--------------|---------------------------------------|
| 190 | 59 | Lancaster | 1893 | Dining First | |
| 191 | 59 | Lancaster | 1893 | Dining First | |
| 192 | 60 | Oldbury | 1893 | Dining First | Seating slightly altered to Dia 59 |
| 193 | 59 | Lancaster | 1893 | Dining First | |
| 194 | 75 | Oldbury | 1893 | Dining Third | Originally 197 until 1897 * (NE 2646) |
| 195 | 75 | Oldbury | 1893 | Dining Third | Originally 196 until 1897 * (NE 2647) |

*Reclassified Dining First from 1894

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

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

All had Gould couplers and side gangways but these were replaced in 1896 by Gould centre gangways and as they had flat ends required the modification with wooden spacers (like 189). All had incandescent gas lighting.

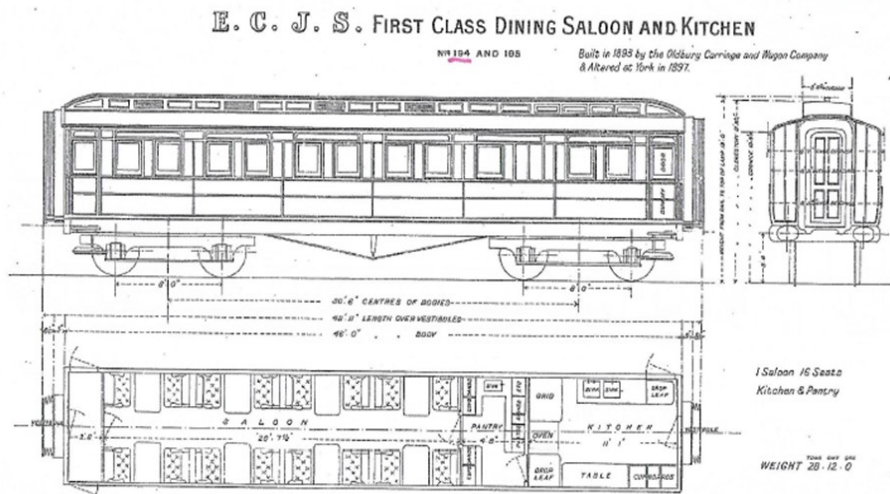


Dgm. 59. 1st class Dining Saloon No. 193 by Lancaster Carriage & Wagon Co. 1893.

These dining cars were arranged around 6 wheeled kitchen cars (which were also built in 1893). There were also several other 6 wheeled vehicles built in 1893 for the East Coast sets. In the 1909 diagram book the Dia 59 and 60 cars were still shown with original low roofs and internal configuration. These were displaced from East Coast services in 1910.

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

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



194 and 195 as rebuilt in 1897. (courtesy of NERA).

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

The Dia 59 & 60 Cars were removed from ECJS stock in 1910 whereas the two rebuilt carriages to Dia 75 with full kitchen and standard ECJS clerestories remained in service till 1923.

It is believed that 194 was the carriage that had an extended life as the body was sold and it was grounded at a farm at Deighton, south of York. In the Ken Hoole book ""the Illustrated History of East Coast Joint Stock" it is reported that this body had been purchased by Malcolm Ford about the time he acquired 189. Malcolm says that this was not the case although he did get some spare parts off 194. Andrew Creaser told me a few years back that a recovery operation was attempted on 194 around 1990 but the body was so fragile that it started falling apart. Unlike 189 it had been cut in half for transportation

On the information from Malcolm Ford that he thought the body had been secured for preservation John Sutcliffe went to the farm and spoke with the owners who also thought the body had been moved elsewhere "for preservation" This is a mystery as it contradicts the view that it was broken up on site. Any further information is most welcome, as we still have a suitable underframe.....!

Note 1:

Mike Smith advised that when he was restoring ECJS First Class Sleeper 236 of 1896 he noted that the sloping ends were a later addition. They were held on by a few screws and were fitted over the original roof canvas. 236 was originally built with a clerestory that finished short of the carriage ends. The official drawing of the prototype sleeper 234 shows the clerestory finishing about 3 ft from the carriage ends. It seems that between 1894 and 1896 there were several variations before it was decided on sloping ends. By this time carriages had Gould gangways from new so the body ends were also bowed).

Sales Items

Steam & Teak DVD 73mins £10.00 * Reduced! *

A Tale of Two Hearts 60mins £10.00

NYMR LNER Gala 2008 Two disc DVD, 150 min, £10.00

Little & Large—NYMR Two disk DVD, 133min, £10.50

Teaks on the NYMR DVD £10.00 * Reduced! *

Season of Steam (1991) DVD £10.00

A Year on the Moors (1990) DVD £10.00

LNERCA T Shirt Blue (S, M, L size) £8.50

LNERCA Sweat Shirt Blue (S,M,L, XL sizes) £16.50

New! LNERCA Mug: £5.00 each + £2.60 p & p
22118 mugs £7 + £2.60 p & p.



Latest! LNERCA lapel badges. Proclaim your support for the LNERCA for just £4.00 each, plus £1.50 p & p.



The LNERCA mug, featuring the much missed V2 4771 “Green Arrow “ in charge of the teak train tackling the start of the 1 in 49 climb to Goathland is still available for just £5.00 +£2.60 p & p.



Murray Brown

DATES FOR YOUR DIARY

Working Weekends at Atkins Building unless otherwise stated. All members welcome, we'll

| | |
|---------------------------------|--|
| 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.



Murray Brown

A magnificent buffet was arranged for the September 24th Special Train by Maureen Skelton and her team of helpers.



Rodney Towers

Two views of visiting S160 2-8-0 6046 heading the teak train from Grosmont to Goathland, captured here near Greenend.



Rodney Towers