

ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

Newsletter No. 113

May 2018



Featuring . . .

Stainmore Railway to restore NER Luggage Compo No. 1111

Clerestory painting starts on East Coast Joint Stock No. 189

Work starts on Fish Van - first brake components installed

Computer technology aids repair of Thompson TK No. 1623



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Who's who? - LNERCA Trustees

Registered charity No. 1095337

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With his long-haired brush - and steady hand - Christopher Johnson puts the gold lining on the top of a ventilator which will be fitted on the roof of East Coast Joint Stock No. 189. Photo: Murray Brown.

Welcome to a new look to the Association's Newsletter. After many years as Editor of the Newsletter, Roger Melton has stepped down and I have taken over the role. Roger has spent many years as Editor and we are very grateful for all the hard work he has done in that role.

With a change in editorship it seemed like a good opportunity to also make some changes to the format and style of the magazine. Please feel free to make helpful comments – it's your Newsletter and its purpose is to keep you informed of what's going in within the Association.

There are some other changes. John Hasler, is also stepping down. John has been our Treasurer since our foundation in 1979, nearly 40 years, and we much appreciate the time he has spent on the Association's accounts in that period. A big thank you to him and it is good to note John will remain a trustee. We are very grateful that Adrian Laming, a relatively new volunteer, has offered to take over the Treasurer's role. This appointment will be proposed at the forthcoming AGM. Another significant change that we must make is to convert to a CIO (Charitable Incorporated Organisation). Dave Cullingworth explains this in an article in this Newsletter. As always, many thanks to my fellow committee members, all of whom work so hard to make the Association a success. I am confident that 2018 is going to be a good year for us.

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The B1 is now sporting lined LNER black with No. 1264 and will make a superb sight if it is rostered to haul the LNER rake. It is passing Beck Hole with the 12.45 Whitby-Pickering on March 26. *Photo: John Hunt.*

View from the Chairman



After several years of hard work, we're now reaching a major milestone with ECJS No. 189. Within the Atkins shed at Pickering, its body has been almost totally reconstructed. Having stripped it down to a bare skeleton, we've sorted out its sagging roof, removed all rotten timber, and refurbished all knee irons. It is now good for another 50 years, provided it is properly looked after. In parallel we've been working on its new underframe – shortening a standard Gresley one by 10 feet, fabricating and fitting new solebars for it, overhauling a set of bogies, fitting new brakes, the list goes on. Now we're at the exciting stage of putting the body on to its new underframe. This in itself is a fascination exercise and plans are being drawn up for its implementation. The next Newsletter will be worth waiting for!

None of this would have been possible without the support of all our working volunteers, to whom special thanks are due, and also of course our grant providers, the Heritage Lottery Fund and the Ken Hoole Trust. Their financial support has been crucial in getting us to this stage.

Having got the body on to its underframe, we needed to have a secure, validated method of fixing the two together. To do this we are using a 'top-hat' fixing bolt, in the design of which we've been greatly assisted by volunteer Phil Andrews. His calculations have in turn been validated by Paul Molyneux-Berry of the Institute of Rail Research, which means our Safety Case for running the carriage on a heritage railway is good.

Once the body and underframe are properly secured together then the emphasis will be on the carriage's exterior. We need the roof and sides finished so that it can be declared watertight, because we have NER No. 945 waiting to take its place, in the Atkins shed, albeit temporarily, for attention to its roof.

Depending on your generosity

In my last report I mentioned that we have started work on Covered Carriage Truck E1308E. Work is continuing on this vehicle and the wood for its new doors has arrived. If you are visiting Pickering this year you should see quite a difference in its appearance by the end of the year.

All this activity is not without financial implications. The committee tries hard not to bombard you with financial appeals, and we are very grateful to the many of you who are making regular monthly donations. Nevertheless we always need more, and later this year we will have to launch a special appeal to cover the costs of fitting out the interior of ECJS No. 189. Meanwhile if you can help us in any way it will be much appreciated.

Finally, just a reminder for your diaries that our special train this year will be on Saturday October 6th. I look forward to seeing you as many of you as possible on that occasion, and/or at our Annual General Meeting which is coming up on May 12th.

We do hope you will be supporting us for many years but in the event of an earlier demise, have you considered leaving the LNERCA a legacy? I will be pleased to advise confidentially should you so wish.

Nick Stringer, Chairman, nickstringer701@btinternet.com Tel 01423 340331.

Computer technology using CNC and 3D printing helps Thompson TK 1623 repair

Right: Laser Scanning Ltd of Sheffield has undertaken a trial manufacture of a retaining ring - with modified thread - and a lampshade for the shoulder lights in No. 1623. Both are made using 3D Printing. More will now be made.

Photo: Laser Scanning Ltd.



Left: NYMR volunteer driver and machinist, Shawn Kay, has kindly made the new bases, using CNC (Computer Numerical Control) technology, for the replacement shoulder lights in our Thompson Third Corridor (TK) No. 1623 which were trashed by the vandals in the attack last July.

Photo: Gordon Wells.

NER No. 1111 to move to Kirby Stephen

After 45 years on the NYMR, all of which was spent at Levisham, North Eastern Railway Luggage Composite No. 1111 is to move to the Stainmore Railway at Kirby Stephen on long-term loan. It's a shame that this NER veteran is leaving but its move is in its best interest for it will be restored far quicker than it would have been had it stayed on the NYMR.



Levisham has been the home for No. 1111 for over four decades. This 1890-built carriage ended its days at Bishop Auckland on May 19, 1973. Somewhat remarkably, it had been a Departmental vehicle since 1924 when it last carried passengers. It was given the number DE 900192. Luckily, it had been spotted by a member of the North Eastern Railway Coach Group, Graham Holt, who made inquiries to buy it. The NERCG already had its hands full with NER 3453 and the imminent acquisition of NER 945 - so four individuals of the group jointly clubbed together to secure No. 1111. It is pictured on May 2, 2002. *Photo: David Idle.*

LNERCA visits Vintage Carriages Trust on the Keighley & Worth Valley Railway

by Dave Cullingworth

Nick Stringer, Marcus Woodcock, Rodney Towers and I visited the Keighley and Worth Valley Railway gala on Sunday March 11. We also took the opportunity to arrange a visit to the VCT and meet their Chairman, Trevor England.

Trevor and Mike Holmes gave us a detailed tour of the museum and workshop facilities at Ingrow. The main ground up restoration in progress is Midland Railway No. 386 of 1886, a 6-wheeler still with original timber chassis. The body is lifted from the chassis to allow fitting of new headstocks and jacking up dropped cross beams and fitting new strengthening knees. The suspension springs and draw-hook springs have also been removed for replacement/repair. Very interesting to see this detail and type of work.

We also had a good look in the exhibits and I liked the things that will appeal to families with the waxwork period displays with appropriate commentary which starts by sensors when you enter a compartment.

A former NYMR carriage

Of great interest for me was having a look at GNR Luggage Composite No. 2856



GNR Luggage Composite No. 2856. This superbly restored carriage was bought as a departmental carriage - DE 320051 - from Heaton by the Newcastle Coach Group in 1971, arriving on the NYMR two years later. It left for the VCT's Ingrow museum where restoration took place and later won the HRA's 'Best Carriage' competition. Photo: Dave Cullingworth.



Mike Holmes of the VCT explains the work in progress on the chassis of Midland Railway No. 385. Photo: Dave Cullingworth.

of 1898. This carriage was originally purchased by the Newcastle Coach Group and for many years stored on the NYMR after some restoration work started in the 1970s. I only went in that carriage a couple of times in the 1980s when it was sheeted over in the Long Siding at Pickering. It finally left the NYMR in 1995.



The sumptuous interior of GNR No. 2856. This beautifully restored Brake Composite Lavatory was on the NYMR for 22 years until 1995. It does occasionally make sorties on the K&WVR. Photo: Rodney Towers

We wanted to get some photos of the 'Smoking' glass windows that we need to recreate in No. 189. This is a fabulous restoration and I hope one day I can visit when it is running.

The GNR ran to Keighley

The other Great Northern Railway carriage in the collection is a 6-wheeled brake third No. 589 of 1888. Despite being a Midland Railway branch, GNR stock is highly appropriate as the last ½ mile at the Keighley end was used by GNR services that branched off just outside Keighley to Ingrow East, and on the heavily engineered route to Bradford/Halifax via Queensbury (and Cullingworth).

The other purpose of our visit was to get a detailed overview of the charity and organisational structure and what the relationship with the K&WVR looks like. The VCT converted to a Charitable Incorporated Organisation (CIO) back in 2015 so their learning experience is useful to the LNERCA as we go through a similar change. The setup at Ingrow is most impressive and long term it is a model that the LNERCA would like to emulate.

Many thanks to Trevor England and Mike Holmes for their hospitality. Mike also found us a spare clerestory vent for No. 189 as we are missing one. They had an exact match in their stores which we have now purchased.



LNERCA meets VCT. It was really useful to visit the Ingrow museum and meet the VCT officials. From left to right: Trevor England VCT Chairman, Nick Stringer LNERCA Chairman, Dave Cullingworth LNERCA Secretary, Marcus Woodcock LNERCA Volunteer Liaison Officer and Mike Holmes VCT Vice Chairman. Note the 'Smoking' glass in 3rd class doors which we need to recreate in No. 189. Photo: Rodney Towers.

Secretarial Report

By Dave Cullingworth



Charitable Status

The LNERCA became an unincorporated charity in 2003. This was a basic type of charity and enabled the association to apply for grants including HLF. At the time the association was primarily a restoration group with work taking place at weekends with a volunteer work force. The Achilles heel of this setup is that any purchases we make require payment of VAT with no way of claiming this back. The charity also cannot enter into contracts with 3rd parties in its own right and the Trustees are responsible for the assets and any financial debts that the charity may incur. Up until 2013 Charities would need to setup a separate limited company to protect the directors and enter legal contracts as an organisation rather than an individual. This required companies' documents being submitted to both Charity Commission and Companies House.

In 2013 the Charity Commission created a new type of Charity called a Charitable Incorporated Organisation. This simplified the way a charity could be organised and enabled trustees to get the same protection as directors in a limited company would. The LNERCA needs to convert to a CIO and this enables the LNERCA to legally enter contracts, employ staff and benefit from claiming back tax from purchase of goods and materials.

With potential changes in the relationship and partnership with the NYMR (which are detailed elsewhere), it is imperative that the LNERCA changes its constitutional make up and governance. This will need approval at the Annual General Meeting on 12th May.

Summary of Committee Meeting March 10 2018

- It was agreed that we should looking to convert to a CIO and the members would be asked to approve this at the AGM in May.
- John Hasler wished to stand down as Treasurer but would continue as Trustee. Adrian Laming has agreed to step into this role subject to AGM motion.
- The chassis for No. 189 would be sent to DC Engineering, Shildon, to have the vacuum cylinders mountings moved into the centre, cylinders overhauled, brake rigging assembled and top hat fixings (body mounts) attached.
- Ways of keeping No. 189 undercover once externally restored are being investigated.
- A working party will be held at Levisham during May coach week to attend to No. 1111.
- Minster Alarms working with us to provide security on the teak set.
- LNERCA/NYMR need to agree on potential use for No. 189. If NYMR want hot water in pantry, this requires water tank and gas installing. Design needs to be verified at an early date and how will it be funded.

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STOP PRESS ITEM. We have been informed by the Transport Trust that we were not successful in obtaining a grant towards the restoration of the unique LNER Fish Van No. E75169. The Transport Trust awards grants annually to restoration projects which must be on-going at the time of application.

Chairman's Annual Report to the AGM

Nick Stringer reviews progress in 2017

I am pleased to report that 2017 was another good year for the Association, although I will begin by mentioning the vandalism attack on July 23rd which caused so much distress. The main damage was suffered by the buffet car, RB No. 641, which is now being sent away for repairs and to sort out some long overdue problems including replacing its corroded rack plates. Much of the other damage to our set was to light fittings, but our friends on the Severn Valley have very generously helped us out with replacement corridor lights for No. 3669, and for No. 1623 we are making good progress in getting replacements made using 3-D printing, which you will read more about in the Newsletter.



But the generosity of the public and our members in making donations to help pay for repairing this damage has been overwhelming, and made me realise just how important the Association is in the wider community. Most people do appreciate the teak carriages and the work we do to restore them.

Restoration work

In 2017 the main priority was to continue the progress on ECJS No. 189. Although we didn't manage to get its carriage body installed on its newly shortened underframe, that move is now imminent. In fact it must be done now because we don't want to add more any more weight to the carriage body until after it has been moved. As before, we have only managed to make this progress thanks to volunteer time. To all of who have worked on No. 189, a big thank you on behalf of the Association, and please stick with it, because when this vehicle finally appears it will be a sensation.

Once we have No. 189's carriage on its new underframe we should be able to make rapid progress on completing its roof and its exterior and getting it watertight. This is even more important because we have NER No. 945 waiting at Levisham to come down to the Atkins shed so that we can attend to its roof, one of the final tasks left to do.

Also, during 2017, work started on sorting out our Covered Carriage Truck No. E1308E, which we need to use as a material store. It will be painted brown with a suitable LNER logo, and then be permanently positioned in the Beck siding at Pickering station.

Some of you may have noticed that we have been sending a lot of bogie overhaul work to DC Engineering at Shildon. Although we could have done this work ourselves it would have been out in the open in Pickering yard. But the main reason is that it saves us time. DC has good experience of this type of work, better engineering facilities, particularly in lifting, and it can of course get

on with this work whilst we progress in parallel to our other restoration activities.

One vehicle which we will be saying goodbye to in 2018 is NER No. 1111, now in use at Levisham as a workshop for the volunteer station group. We received a loan request from Stainmore Railway Company (SRC) whereby that Railway would restore it in return for a long-term running agreement. As there was little prospect of the vehicle being restored by us for many years, and no prospect of it ever running on the NYMR, we have agreed to the SRC's request, with the agreement of the previous owners. It will not move until the end of the 2018 running season, and then there is every prospect of restoration beginning next year.

Finance and volunteers

Thank you once again to all those who have made donations to the Association. This includes the Ken Hoole Trust who kindly donated £5,000 earlier in the year towards No. 189. Later in 2018 we will need to launch a new appeal to fund the cost of fitting out this carriage's interior, and we hope that we will be able to count on your support at the time.

Equally if not more important as finance is our dependence on volunteers. Thank you to all of you who have worked for LNERCA during the last year, and especially Marcus Woodcock, our volunteer liaison officer. Thank you also to all the other committee members without whom the LNERCA would not function.

Members' special train

Last year's train was organised with the Thompson BI Loco Society, and it was good to see so many members of its Society and ours travelling together on the train. There was plenty of good humour and craic to be enjoyed, and the catering team did a sterling job serving nearly 100 lunches from the cramped confines of the GN saloon. This year's special train will be on Saturday October 6.

The long term

Some of you may have read in various railway gossip columns that the NYMR management is not interested in having a Gresley teak train set and would rather concentrate on running BR Mk.1s to Whitby.

Nothing could be further from the truth. The NYMR needs three Mk.1 sets to fulfil its Whitby requirements, and one further set for the Grosmont-Pickering turn. This is where the teak set fits in, and which is seen by the NYMR as the jewel in the crown. This needs to be seven coaches, plus at least two or three more to allow for coaches going out of traffic for maintenance. Presently, the teak set includes some low capacity vehicles, so our next project, once we have finished our specialist dining cars 189 and 945, will need to be a higher capacity saloon or compartment coach. Meanwhile, the long-term goal of the Association is to have our own museum facility, where we can store our collection. This will require both a site and lots of money, neither of which are available at present, but which should remain our ambition.

Nick Stringer, Chairman, March 2018.

Restoration Progress

by Marcus Woodcock

East Coast Joint Stock RTO No. 189

The new underframe for No. 189 has been returned to DC Engineering in Shildon for the top hat bearing mountings to be fitted, along with the steam and vacuum pipes. You will recall in the last newsletter that this was work we expected to carry out ourselves in Pickering yard. Unfortunately, due to the unexpected relaying of the Pullman siding and C&W's heavy workload with the MK.1 wheelset replacement programme, space could not be found. This meant to either postpone work on the underframe for several months or pay out for the work to be done by contractors.

This latter option was chosen due to the time constraints of the Lottery grant which has to be completed by the end of this year. Obviously, this additional contract work has put a considerable extra burden on the associations finances - donations are welcome!

On the body, the clerestory sides are now finished in teak brown and the fitting of the roof boards is nearing completion. The narrow boards which form the tight radius over the cant rail need to be hand planed to produce a tight fit between the tongue and groove joint.

The underframe on which No. 189 currently sits now has ply packings along the top of its solebars to give a level surface for the rollers which will

be used to roll the body onto its new frame. The buffer and headstock fixings have been freed off to allow a swift removal when we eventually do the body swap.

The major task of clearing out the accumulated rubbish (valuable spares!) from under this carriage has started. This has highlighted how little storage space we have and the need to progress our fish van asap.

CCT No. E1308

Timber for the six new sliding doors is in stock and when time permits will be machined to size. It is hoped to have the van back in Pickering

All remnants of existing varnish on No. 189's body is being removed preparatory to sanding down and revarnish. Andy Pollard is on this duty and extracting the top light on the north east end door. *Photo: Murray Brown.*





The first paint goes on ECJS No. 189. With all the glazing now installed in the clerestory roof and beading sealed, it is being painted. Sales Officer, Russ Whitwam, rubs down the top coat in preparation for a second. The first roof plank for the lower clerestory roof section can be seen and more have since been fitted. Photo: Murray Brown.

yard for further body side replacement now the good weather has returned.

Gresley RB No. 641

The Buffet Car was expected to leave the railway in March for overhaul by contractors but this has not happened for reasons unknown.

Fish Van No. E75169

Further coats of paint have been applied.

NER Luggage Composite No. 1111

The plan is to have a working party to Levisham over the May Coach Week to replace the missing south end headstock. This work is to make it ready for No. 1111's planned move to the Kirby Stephen next winter where restoration will start. This 1890-built carriage is going on long-term loan to the Stainmore Railway



A trial fitting of the roof boards was carried out on the most severe part of the curved lower clerestory roof. Six small tongue & groove boards were fitted which showed that planing of the tongue would be required to ensure a tight fit.

Membership Matters

Important Membership Information

The General Data Protection Regulation will come into force this May and changes how charities are able to obtain information from people, how it is held and processed.

For the LNERCA there is little practical change except that, in most cases, it is necessary for charities to ensure that people give explicit permission (and that this is retained) for their information to be collected and used. This, in effect, happens every year with those members who renew annually, although members will notice changes to the renewal form to formally accommodate this.

For most other membership types, information will have been supplied by members at the time of their application, but the original forms are not retained.

In order for the LNERCA to be able to comply, most members who do not renew annually (Life, Honorary and Associate) will need to provide this information, together with approval for the information to be used in maintaining their membership. If this is the case, and you have not recently completed a form you should receive with the newsletter a form for this purpose. It would be a great help if you could fill in all the details you wish to provide and return it to me either by scanning and email, or by post.

In general Post is the usual means by which Membership Cards are distributed but email can be used for the other parts of the renewal process.

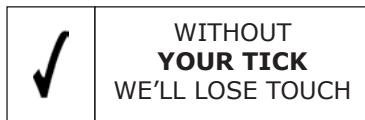
A note about telephone numbers - we do not routinely use these for communication. However if they are provided, it is helpful in the event of queries. An email address has a similar use but may occasionally be used to advise members of short notice events.

An email version of the newsletter is available in lieu of the printed version and this greatly reduces costs, please indicate if you would prefer the email version.

I do not anticipate that any of the above will change how we communicate with you or how we use your information to maintain your membership; this will simply allow us to be able to demonstrate that we have your permission to retain your details.

Thank you for your support in this matter.

Peter N Wilson.
Membership Secretary.



Have a ride on the LNER train

If you are visiting the NYMR this season, then you will probably like to ride in the LNER carriages. These form the 11.00 and 14.00 services from Pickering and, usually, the 12.30 and 16.40 from Grosmont. This year, these trains are likely to be hauled by the newly-restored Class J27 0-6-0 No. 65894.



Sales Stand

Your chance to get a bargain and support the LNERCA

Hard to believe, but 2018 marks 10 years since the NYMR LNER gala which saw three working A4s together for the first time in preservation, possibly never to be repeated with the owner of *Union of South Africa* due to retire the locomotive from active service.

Relive the memory of that event with the three A4s and the National Railway Museum's V2 *Green Arrow* in its final days of service, the first time that an LNER liveried locomotive hauled the teak train, the highlights. B1 61264 is also featured, a loco that has since become resident on the Moors. NELPG's K1 and Q6 appear and the visiting J15 65462.



Spanning nine days, footage of other locos in the intervening days is also included.

Two Disc DVD 150 minutes. Price £10

Other sales items

Steam & Teak DVD 73 mins £10

A Tale of Two Hearts 60 mins £10

Little & Large - NYMR two disc DVD 150 mins £10.50

Season of Steam (1991) DVD £10

A Year on the Moors (1990) DVD £10

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

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

LNERCA mug £5 each + £2.50 p&p
22118 mug £7 + £2.60 p&p

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

LNERCA label badge £4

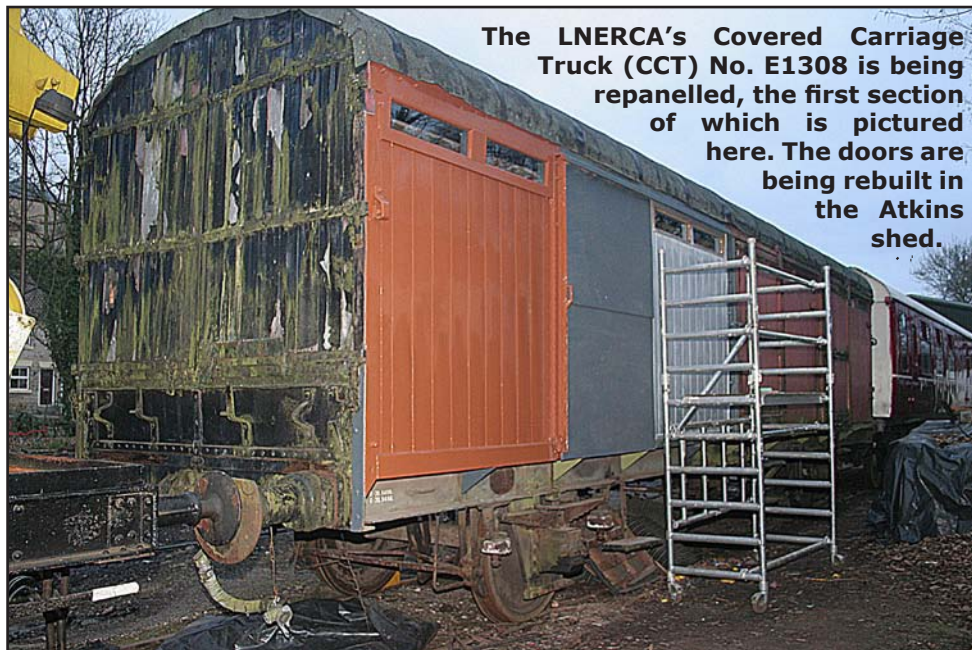
The mugs excepted where p&p is a little more, please add £1.50 p&p per order. All items from Russ Whitwam, 54 Water Lane, Farnley, Leeds LS12 5LX. Cheques payable to LNER Coach Association.

Thanks for your support. The Committee is most grateful to the following members and societies who have kindly made donations since the last Newsletter: N Carter, Guisborough; AN & J Barton, Burton On Trent; EA Midgley, Whitby; D Sunderland, Newcastle Upon Tyne; J Hunt, Woodbridge; DG & JM Hodgkinson, Derby; PJ Howell, Edinburgh; B Orange, Leeds; H Robertson, London; JKW Pearse, Bradford-On-Avon; J Preston, Leeds; J & M Sutcliffe, York; JF Barry, Letchworth Garden City; DW Hall, Newcastle Upon Tyne; ODW Smith, Salisbury; D & J Roethenbaugh, Shipston-On-Stour; Wensleydale Railway Northallerton Area Group; Scarborough Railway Society; MA Jewson, Leeds; M Brown, Gateshead; M Shepherd, Pocklington; S Cox, York; DW Wood, Guisborough; G Cassidy, Stockport; L Copley, Robin Hoods Bay; Grace Nodes, Sutton-on-the Forest; MC Allatt, London; AN Barton, Burton-on-Trent; A Snowdon, Redhill; AJ Middleditch, Hitchin; D Griffith, Wakefield; JJ Maxim, Ipswich; N Stringer, Knaresborough; M Chapple, Darlington; ATW Marsden, Darlington; E Taylor, Hunstanton; AF Anderson, Peterborough; CJ Hall, Tadlow; RA Hill, Bewdley; AR Beckett, Bristol; Dr JW Thompson, Hull; S Davidson, Hull; J.Barry, Letchworth; SR Jenkinson, Wichenford; D Sunderland, Newcastle; RJ Thompson, Walton; J Wilkinson, Nunthorpe; W Berridge, Grantham and Doreen Williams, York.



Above left: The first components have been fitted to the LNER Fish Van E75169 - the eight brake hangers. Above right: The repaint of E75169's underframe has started - green anti-oxide, undercoat and top coat.

What's going on in Pickering C&W yard?
Besides the main work on No. 189 in the Atkins shed, other projects are moving forward, weather permitting.



The LNERCA's Covered Carriage Truck (CCT) No. E1308 is being repanelled, the first section of which is pictured here. The doors are being rebuilt in the Atkins shed.