

ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

## Newsletter No. 114 August 2018



**Inside . . . .**

**The long-awaited 'Roll-Over' of No.189's body takes place**

**Brand new revised history & images for Buffet Car No. 641**

**NER Luggage Composite No. 1111 is prepared for new home**



# Who's who? - LNERCA Trustees

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**Front cover photo by Gary Lyne. A rare sight - a carriage moving without its wheels. The body ECJS No. 189 is rolled onto its new underframe.**



comment and observation

## Editorial

### By Nick Stringer

viewpoint and thanks

Welcome to a bumper edition of the Association's Newsletter. Many thanks to all of you who have made helpful comments on the new format of the Newsletter. As always, articles and photographs from members are appreciated.

Inside there is much to report on the big event since the last Newsletter - the successful transfer of ECJS 189's body on to its new underframe. This is a major milestone for the project and means that we can now crack on with getting the teak panels back on the sides, the windows re-installed, and the roof done. The next major event will be the 'Steam, Speed and Dining' exhibition that will be held inside the coach during the NYMR's wartime weekend this year.

Also, in this edition you will find a revised history of the buffet car 641, which has now left the railway for repairs, which will probably take around 12 months. It won't therefore be back on our special train on October 6th this year, but we do expect to see it in 2019. Funding for the repairs has mainly come from the magnificent set of donations received following last year's vandalism attack.

As ever your donations are highly valued and will be much needed for the fitting out of 189's interior next year, so please do keep them rolling in.



From this . . .



To this . . .



**It may look daunting, but we've done it before - transforming a forlorn interior to pristine and admired excellence. Later this year, a special Appeal will be launched to try and secure funding to fulfill this aspiration.**



## **This week, it's a Roll Over**

### ***If the Lottery can do it, then so can we.***

**A**fter some two years hard work and considerable planning, the long-awaited 'roll over' of the body of East Coast Joint Stock Restaurant Third No. 189 onto its permanent underframe has taken place. This took place in the Atkins shed on Thursday May 24, over two days later than planned.

Just to recap, when the derelict body of ECJS Restaurant Third No. 189 was salvaged from the pig farm at Holme on Spalding Moor in the 1980s, it was placed on an underframe recovered from a burnt-out Gresley carriage which had been set on fire by vandals at Immingham depot. Because the underframe was too short, large timber baulks were added to the ends behind the buffers. The LNERCA had a spare 61'6" underframe, so it was shortened to the requisite length and also two new solebars (top beams) costing £12,000 were welded on to replace the corroded originals.

For the body move to take place, an enormous amount of work had to be undertaken. To summarise, this entailed:

- Clearing the huge amount of stored materials from the floor of the Atkins shed.
- Unloading the 'new' underframe from the lorry at New Bridge (it had arrived from Shildon where modifications had been effected) and moving it to Pickering yard.



**C&W Manager, Kieran Murray, gives 189 its last ride on its old underframe on which it has sat for nearly 30 years - this was from the Long Siding at Pickering, where it had been temporarily stabled, to the Atkins shed.**



**Its taken 17 years for the 'Perth' underframe to come in useful. Built in 1926 for BTK 62540, it ended its BR days as a Departmental vehicle (ADE 320692 & Internal User 096060) at Perth. The SRPS had the body and we had the underframe. It awaits the body of 189 being rolled onto it.**



**The body of 189 begins its journey, courtesy of numerous boiler tubes ex Q6 63395, a ratchet, a nylon rope, ten worried volunteers and a strict Foreman, Marcus Woodcock! Photo: Gary Lyne.**

- Moving the Pickering Wagon Group's Pipefit wagon out of the way to enable No. 189 to be shunted out – this was then taken by the C&W Manager down the Long Siding out of the way temporarily.
- The newly modified underframe was shunted onto the turntable, turned and then slowly moved into the Atkins shed at the south end of the shed where the line is straight (the line at the north end of the shed is on a slight curve).
- No. 189 was retrieved from the Long Siding and shunted into the Atkins shed, buffering up to its intended 'new' underframe.
- Considerable effort was made to ensure both vehicles were level so that the body could move easily from one underframe to the other. Plywood strips were taped to the solebars onto which steel strips were fastened, so allowing the rollers free movement.
- NELPG had kindly made available discarded boiler tubes from the Q6 which had been cut into 9ft lengths – these had been collected from Grosmont shed and were then placed under the body of 189 which was sitting a few inches off its underframe to allow space to place the boiler tubes at specific intervals.
- Using a turfer – ratchet mechanism – with added 5-ton strength nylon rope attached, the pulling wire/rope was attached to the rear of the 189 to winch the body forward. Another rope was attached to the rear of No. 189's body, the other end of which was wrapped round the coupling hook of 189's old underframe so that when the coach body began to move, it offered a safety device to stop any potential runaway incidents – this was considered highly unlikely. Thus the brakeman, Andy Cox, fed out the rope from the rear as the body moved away, being able to quickly slip it round the coupling to stop any movement should the need arise.
- The body weighs near enough 5 tons and moved surprisingly easily. Frequent stops were made to ensure the rollers did not snag on obstructions, eg protruding bolts.

- Once a roller became exposed as the body moved forward, it was carried to the front and placed on the new underframe, so helping take the weight as the body slowly moved onto it.
- Volunteer, Mike Faulkner stood at the south end of the shed assessing how the body was moving towards him in terms of lateral position. Occasionally it was necessary to tilt the rollers away from right angled to the body – this allowed the body to gradually change direction slightly to one side. Once the move had been completed, at the south end, the body was 1/8th inch out. At the north end it was 2" out. To correct this, the body was jacked and rollers placed parallel to the body which allowed 189's structure to be nudged sideways to the correct alignment. The complete move took one hour, fifteen minutes.

Top marks to Marcus Woodcock and all the volunteers who helped. We also thank Eddie Knorn for producing the 'Method Statement' and C&W Manager, Kieran Murray and his Foreman, Ian Carney for assisting with all the shunting. We must also acknowledge the Severn



**Russ Lifton volunteered to be the ratchet man in charge of the Turfer.**

Valley Railway who paved the way and showed us such a manoeuvre could be done as they successfully had their own 'roll over' with a Gresley Brake Guard (BG) body a few years back.

A few days later, with the body correctly aligned with the underframe, holes were drilled in the bottom rail of the body to allow bolts to be inserted, thus securing the body with its underframe.

And what of the displaced underframe? This was transported to Shildon on June 11 pending a storage location.

To end, do have a look at the superb 'speeded-up' film of the whole event – well worth watching. This was masterminded by Gary Lyne and can be seen on YouTube by clicking on:

<https://www.youtube.com/watch?v=pnSpQ6sFFC8>

**Left: Andy Cox acted as the Brakeman, gradually letting out the rope as 189 moved away from him, ready to stop the carriage body should the need arise. Photos: Murray Brown.**



## View From the Chairman



It is good news to report that ECJS 189's body has been moved on to its new underframe. This complicated move required much planning, and in the event went remarkably smoothly, despite some delays in getting the modified underframe back from Shildon. Given the substantial alterations that we have made to this underframe, there was some apprehension as to whether we had got all the measurements right, but it does line up correctly under the body, and our calculations are correct. This means we can proceed with getting it ready for its next major event - the 'Steam, Speed and Dining' exhibition to be held during the NYMR's wartime weekend this year, October 12th, 13th and 14th. This exhibition will be the first of its kind for the Association. Its purpose is to: -

- (a) to raise the profile of this historic dining car within the railway community.
- (b) to launch a funding appeal for the money necessary to fit out the interior.
- (c) to mark the conclusion of the HLF's involvement in the project.

Set in a World War 1 context, and using modern audio-visual techniques, the exhibition will tell the story of a pantry boy's experience in ECJS 189, and his later story as a WW1 soldier. By October the exterior will be looking reasonably complete, but there will still be much left to do on the interior, and that's where we will be asking for your help. An Appeal leaflet is being put together, whereby specific items of furniture can be sponsored by individuals, and this leaflet will be distributed to all members and to all exhibition visitors.

The cost of putting on this exhibition will be some £10,000, some of which is covered by the final stage payment from the HLF grant. However, it would be very helpful if any members would be willing to help cover the balance - if so please contact me directly.

Meanwhile our other historic dining coach, NER 945, continues to be worked on at Levisham, awaiting the moment when it can move down to the Atkins shed at Pickering for attention to its roof and other matters. This is now planned for March next year, when ECJS 189 should be watertight enough to enable it to stand outside during the summer.

As previously announced, the Association's annual special train will be running on Saturday October 6th, departing Pickering at 1.00 p.m. We will be joined on the train by members of NELPG who will be providing the motive power with either the Q6 or J27. Travel tickets are free to all members of the Association and their partners/families. To apply for travel tickets and lunch tickets please complete the form enclosed with this newsletter and return it to me as soon as possible by one of the methods specified.

Finally I must give a special word of thanks to our Treasurer, John Hasler, who retired from the position at this year's AGM. John had been Treasurer of the Association since its inception 40 years ago and has managed our finances with immaculate bookkeeping over all that time. We really appreciate the work he did for us.

Looking forward to seeing as many of you as possible on October 6th.

**Nick Stringer**

# NER 2853 runs again as a carriage

*By Dave Cullingworth*

A former North Eastern Railway bogie carriage is due to enter traffic on the Tanfield Railway this summer. No. 2853 is a seven-compartment composite built at York in Jan 1901. When built, it had air brakes and 5 first class and 2 third class compartments. In Feb 1906 it had 2 first class compartments downgraded to third and later in life it became all third. In Jan 1931 it was converted to vacuum brakes (LNER standard) and would have received all over teak brown paint and LNER number 22853. It was eventually withdrawn in June 1946 and just missed out on the BR period.

## No longer a house

After withdrawal the body was grounded at Wiggenshall St James in Norfolk to provide accommodation. It remained on its steel chassis but all running gear including queen posts and trussing was removed. It spent the next 66 years in use as a house! Around 2012 it was reported to be up for sale and the LNERCA were alerted, but whilst in the process of deciding whether we could take it on, it was purchased by someone else, potentially for the proposed Bramley Line (Wisbech to March, Cambridgeshire). A Tanfield Railway member, Stewart Waugh then took it on in late 2013 and it was stored until Feb 2015 when it was moved to Stanegate Restorations & Replicas, Haltwhistle for restoration. The body remained on the original chassis (which had one of the headstocks replaced), and in October 2017 the completed body was moved to the Tanfield Railway. It was removed from the original chassis and paired with newly refurbished chassis of an ex GWR Siphon G. The original chassis is being put on BR Mark 1 bogies and to be used as an accommodation chassis for other grounded body restorations.

## Recalling the Ashington miners' trains

2853 has been restored with a similar style interior to other carriages at Tanfield, wooden seats to assimilate carriages used on coal miners' trains in the North East. It will be nice to see another NER carriage running and I believe it is the first bogie carriage to be used at Tanfield. Thanks to Pete Brumby for the historical data.

**NER 2853 restored at Tanfield in May 2018. It carries number A15 which is next in sequence of NCB numbers for Ashington collieries in the 1950s and 1960s. Photo: Malcom Brown**





# Secretarial Report

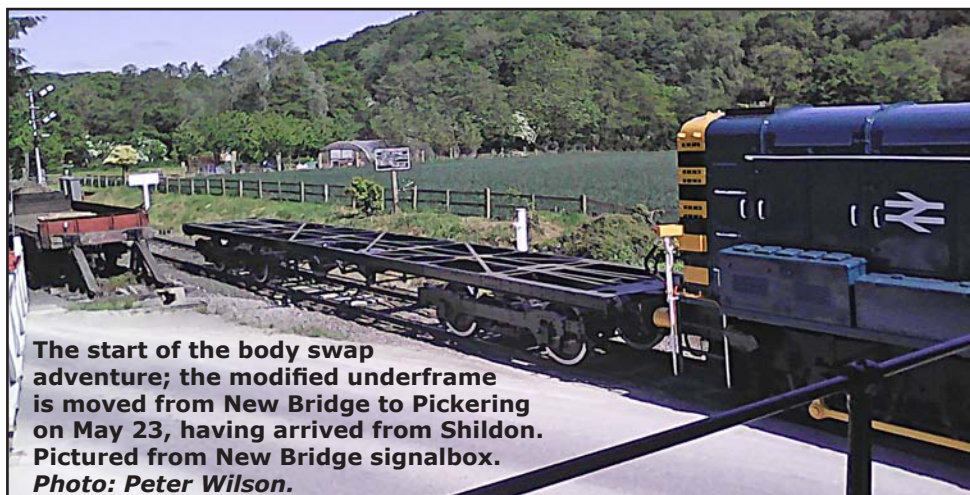
**By Dave Cullingworth**

**Summary of the LNERCA Committee Meeting held on  
Saturday June 2 2018**



Nine Trustee/Committee members in attendance.

- Marcus was commended for his organisation of the body move. It was agreed to allocate budget for an interactive display in 189 during Wartime Weekend. 189 to be externally complete and one of the saloons to be panelled out. Body fixings and 2" circular cutter were due to be delivered from DC Engineering the following week.
- Approval was given for spend on the next stage of work on the fish van. This is machining timber (in stock) and rebuild of the body. It was agreed that the fish van should be restored authentically externally, but internally should be simply done to suit its role as for storage.
- We are looking for another location to store our 2 spare underframes. Anyone with ideas for this should contact Nick with suggestions.
- The CCT had remained in the yard after Coach Week so work had progressed on it. Door fabrication was hampered due to space constraints in the Atkins shed due to presence of the displaced underframe from under 189.
- Security of the teak set was progressing and awaiting a trial. CCTV was being provided in Pickering as an initiative of local businesses and the NYMR were signed up to the project. It may be possible to link in this security with that of the town cameras, monitored from Scarborough.
- NER 1111 at Levisham would need to be checked out by C&W Manager, Kieran Murray. Not a 'Fitness to Run' exam but needs passing to be hauled to New Bridge out of season. Dave Cullingworth to project manage work required to clear it out and make fit to run.



**The start of the body swap adventure; the modified underframe is moved from New Bridge to Pickering on May 23, having arrived from Shildon. Pictured from New Bridge signalbox. Photo: Peter Wilson.**

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**A KIND GESTURE.** Following a talk by the LNERCA's Vice Chairman at the NYMR's Hull Area Group, a donation of £85 was made to the Association. This is not the first time the Area Group has supported our efforts and we would like to publicly acknowledge this generous contribution.





**This delightful image shows what it is all about - striving to obtain, restore and operate a LNER rake of carriages. With Standard 4MT No. 80136 facing north - and widely applauded for offering a change from the norm - it heads the 14.00 Pickering-Grosmont service over Fen Bog and approaches the Lyke Wake Walk crossing on March 8 this year. The formation comprises, from the front, recently revarnished TTO 56856, BTK 3669, TK 1623, TTO 23956 (in the programme to be revarnished) Ryedale Restaurant Car (FO) 43654 and GNR saloon 43087. *Photo: Michael Anderson.***





## The life and times of Restaurant Buffet No. 641

The RB has always been one of the most popular type of carriages. This extended from the LNER days, through the BR era, the latter being more commonly known as Restaurant Miniature buffet (RMB). In the preservation era, this is reflected in the fact that 55 BR-built RMBs survive, whilst there are 16 LNER-designed buffet cars extant. Their prominence in the BR era was confirmed when they were the centre-piece of a named train – the Cambridge Buffet Car Express – these often contained a LNER Gresley vehicle. It was the East Coast route which led the way in train catering when, in 1879, Pullman Car Prince of Wales with a fully equipped kitchen and with a coal fire for cooking was attached to a Leeds Express by the Great Northern Railway.

Following conversion of NER and GNR Opens to Buffet cars in 1932, an order was soon placed for 'the real thing' and the first of Diagram 167 appeared in 1935. No. 641 was outshopped from York Works in 1937, being one of six allocated for use on the fast Liverpool Street-Cambridge services.

When built, No. 641 was an all-electric carriage which restricted its use to the LNER area. Nevertheless, Diagram 167 was a most versatile carriage, being used in a multitude of services, some of which had never seen regular catering vehicles previously.

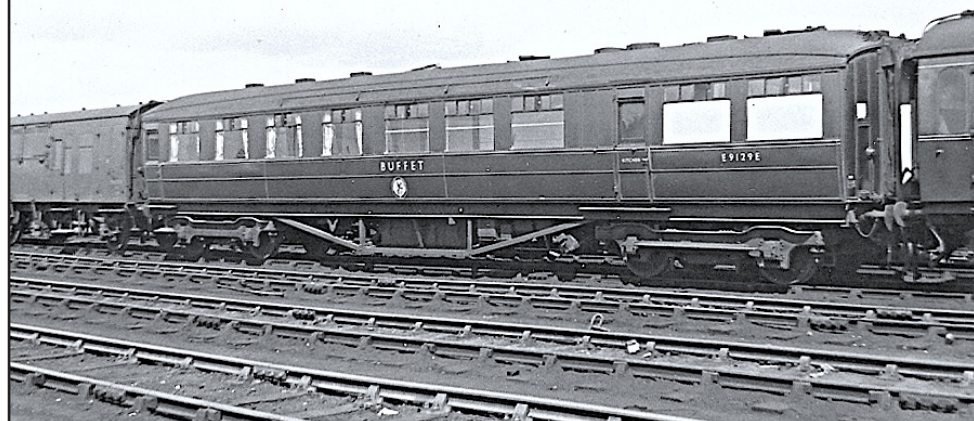
In 1946, under the Thompson renumbering scheme, No. 641 became No. 9129 and took on the identity of E9129E when British Railways was formed in 1948.

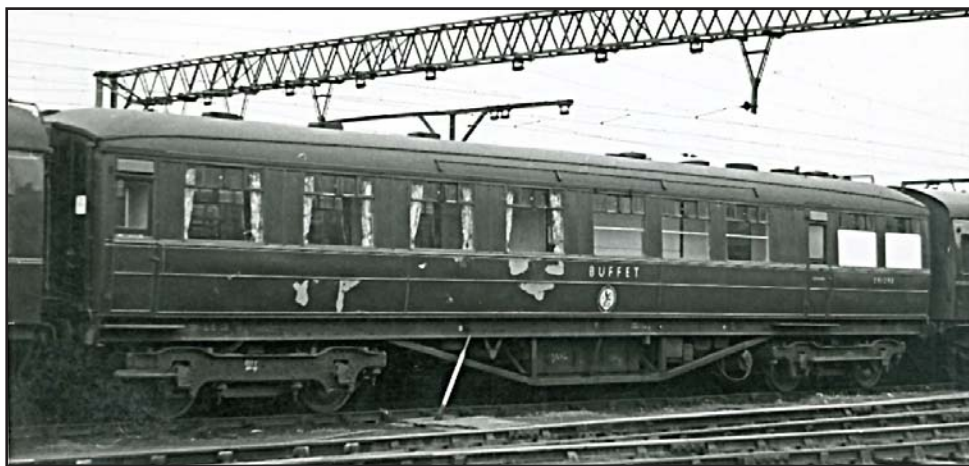
### Change of identity and retrograde conversion

In the late 1950s, it was felt that the Buffet cars needed a revamp and the order was placed for the conversion of 18 such carriages, 12 in 1958 and another six in 1959. No. E9129E was one of these, the work being undertaken at both Doncaster and York Works. Propane gas cooking was installed. Two windows were removed in the bar area when it was converted; the full width one and half width.

The interior profile was altered – it is not known for what reason this was required – and gone was the rexine finish to the walls, to be replaced by ghastly

**E9129E is pictured at Clifton Sidings, York on June 29, 1964. The Buffet still had 11 years of BR service left. Photo: David Lowther.**





**On April 21, 1966, No. E9129E was on excursion duties based at Sheffield. It is illustrated sandwiched between two Mk.1s under the 1,500v DC wires at Woodburn Road Sidings, Sheffield. Note the peeling paint - this was a frequent sight with teak carriages as the maroon paint failed to adhere. Photo: David Lowther.**

plastic laminate. The tubular chromed chairs were also banished, to be replaced by wooden 'modern' ones. The clock had been well and truly turned back for the worse in the call for modernisation.

It is not widely known but high-mileage carriages often visited Works annually and, to give an idea of these occurrences, here are the occasions in the 1960s when E9129E was given Works' attention. Carriage overhauls were numbered in the C-series, so that C1 was the largest, whilst C9 was merely minor attention.

C5 - 19.04.1962 (received repaint using the then new synthetic paint)

C9 - 19.12.1958 Doncaster Works

C9 - 27.02.1963

C7 - 13.07.1964

C7 - 11.11.1965 York Works (this also included a lift (off the bogies)).

### **A high speed Buffet Car**

This carriage had quite an illustrious career following rebuild. It was one of a handful given the added status of a bodyside emblem for prestige stock and in the winter 1963/4 timetable was in the pool of RB vehicles used in the intensive cyclical high speed, high mileage Deltic-hauled 100mph expresses. It enjoyed a long season included in the 'Flying Scotsman' (recorded for example in the 'up' service on March 23 1964 and April 1 the same year, the 'Heart of Midlothian' (recorded in the 'down' service on March 26, 1964) and the important 6.5pm King's Cross-Newcastle (April 24, 1964). It provided hot self-service meals in addition to the full restaurant carriages.

It was then busy in the usual variety of services. E9129E was included in the RCTS 'N.E. Railtour' (April 10, 1965) before being based in Sheffield in 1966 for excursion work. A transfer to the Great Eastern then took place (recorded working on September 14, 1966) before providing a full restaurant service for a time in 1968 on King's Cross-Cleethorpes services, by which time it was adorned in the corporate blue/grey livery.

**Not long after receiving the BR corporate blue/grey livery, E9129E is stabled in Clifton Sidings, York, on April 8, 1969 in the company of CCT M94901 and Petroleum tank 3690. Its clean bogies would indicate recent attention, courtesy of York Works. *Photo: David Lowther.***



By 1971, E9129E was back on its original duty – that of the Cambridge Buffet Expresses (e.g the 15.35 King's Cross-Cambridge on which duty it was seen on January 6 1971) before reverting to excursion work. There is a photo of E9129E in the formation of a Yorkshire-Buckfastleigh excursion in the November 1972 Railway Magazine, a destination to which it would return only a few years later when in preservation status.

Such was the suitability and versatility of these Restaurant Buffet cars that **Seen at Buckfastleigh in 1982, the RB carries '9129' which it did for only two years - from 1946-8. *Photo: Roger Penny.***







**Then and now - the interior of No. 641 when newly arrived on the NYMR and how it is now when restored. The chromed chairs are genuine LNER, having been acquired from the Railway Institute, York.**

they ended up being the last LNER-designed passenger-carrying carriages running in the BR era, sister No. 9135 being the last to be withdrawn in 1975.

No. 9129 managed to survive until July 14, 1973 when official withdrawal took place at York Works. On being offered for sale from York Yard, the fortunate saviour was the Dart Valley Railway in Devon.

### **The preservation era**

The Buffet was initially sent to Swindon Works where the exterior was put back to varnished teak, but still carrying its 9129 number. It wasn't proper teak panels, but teak laminate on plywood – not exactly ideal for the rigours of nature! The years passed and by 1982, the carriage had become a static buffet at Buckfastleigh station. In 1983, the carriage was put up for sale and two members of the LNERCA, David Cullingworth and Paul Denston, became the new owners. No. 9129 arrived on the NYMR in September 1983. It was not in the most healthy condition and so began a most thorough restoration from the frame upwards. This has become the trademark of the LNER Coach Association. It soon reverted to its original number of 641.

Of particular note was the decision to change the internal profile back to that in which it was built and to 'unblock' the window, again to as-built condition. A set of genuine LNER tubular chromed chairs was obtained – from the Railway Institute, York – and reupholstered in the original blue 'Leatherette'. The kitchen had been re-equipped to modern hygiene standards.

The official launch of the magnificently restored Buffet Car was on September 4, 1994 when Yorkshire TV and pop mogul and enthusiast Pete Waterman was present.

To bring the story up to date, the Buffet Car has never been used to its full potential but a change in NYMR policy is to see Buffet Cars employed on each carriage set. In addition, No. 641 is the key vehicle being used in the highly successful Curry Trains and Pie & Peas specials. One final aspiration is to see the Stills boiler overhauled and installed beneath the counter for the prospect of real fresh-brewed coffee.

*The history of this catering carriage has been considerably enhanced by the contributions of David Lowther of Summerbridge, near Harrogate, who is one of the few who took an interest in rolling stock to the extent of noting instances of when he saw No. 9129 was in service, as well as photographing it. The LNERCA is indebted to David for providing this information and for his images to be used.*

# Restoration progress

by Marcus Woodcock



**One of the brand new doors for the Covered Carriage Truck, nears completion inside the Atkins shed as the last tongue & groove board is slotted into place.**

## **ECJS Restaurant Third No. 189**

The underframe swap went ahead at the end of May. It arrived three days late from Shildon but the body move was completed without a hitch. Thanks go to all who helped and to those who stopped to clean up afterwards. Gary Lyne made an excellent time lapse video of the event which is now available to watch on YouTube. With the body perched on its new underframe the intention was to hit the ground running - fit the body mountings and start fitting the teak panels ASAP. Unfortunately, this was not to be. Late delivery of the body mounting pins has slowed the job, with only six mountings fitted as these notes are written in early July and a further 14 pins outstanding from the manufacturers. With space at Pickering at a premium, the old underframe had to remain in the Atkins building until it could be moved to Shildon for storage. The shed is only long enough to accommodate two bogie coaches without room to move between them so this prevented progress on varnishing of the window frames and fittings and work on the new doors for CCT No. 1308.

Fitting of the body mountings is quite involved. A 10mm hole is drilled through the bottomsides (3" thick teak) using a jig which locates in the underframe mounting holes. A steel plate is then clamped to the body floor and accurately levelled with the top face of the solebars using a DTI attached to the jig with a magnetic base. A magnetic drill is then clamped on the plate and the 10mm hole picked up with the centre pivot of the 50mm rotorbore cutting tool which is used to accurately cut through the 3" teak. The body is currently perched 2" above the underframe to allow access for the drilling jig. Once the holes are bored, it will be lowered onto 1" thick rubber pads, a 50mm steel bush dropped into the hole and a 32mm steel pin pushed up through the underframe, pad and bottomside, secured from the top with a 12mm

thick 80mm diameter washer and 16mm countersunk screw.

### CCT No. E1308

Delays with No. 189 have allowed us to push our fill-in job of the CCT rapidly forward. The middle section of boarding is now refitted, with the frames behind repaired. Work has now started dismantling the last section of boards ready for frame repairs. The first of six replacement sliding doors was completed and fitted over the May coach week; two more doors are in production and should be fitted by the end of July.



Passengers can now see that this skeletal wagon is the Fish Van. Paul Johnson made the sign, pictured fitting it on May 30.



Left: Dave Young, who comes all the way from Staines, applies the top black coat to 75169.

## Membership Matters

**Donations through membership for April to June including some more than once. Thank you all:**

WJ Berridge, Grantham; RS Yole, Northallerton; M Stovold, Pickering; P Adams, St. Neots; DW Wood, Guisborough; SCox, York; AN Carmichael, Leeds; AP Haighton, Pickering; RC Irons, Benfleet; CH MacLennan, Haywards Heath; CS Thompson, Bishop Auckland; D Burchett/C Tiffany, Leeds; P Brunson, Brough; GC Pettitt, Woking; H Coppock, Chesterfield; MG Thompson, Stockton-on-Tees; DJO Caffall, Huntingdon; JT Taylor, Sutton-in-Ashfield; SM Torres, York; R Barrett/ B Hudson, Guisborough; J Mottram, Welwyn; P Johnson and Family, Whitley Bay; P Dealtry, Leeds; JS Dawson, Leeds; MA Coleman, Crediton; RS Purcell, Sale; RM Brown, Peterborough; I. Davidson, R Thomson, L Copley, Whitby; G Cassidy, Stockport; G Nodes, A Middleditch, M Shepherd, York; J Maxim, Ipswich, MG Thompson, Sedgefield; A Marsden, Darlington; A Snowden, Redhill; A Anderson, Peterborough; MC Allatt, London; D Griffith, Wakefield; M Chapple, Lancaster; A Barton, Burton-On-Trent; RA Hill, Bewdley; JF Barry, Letchworth Garden City; C Hall, EC Taylor, Hunstanton, S R Jenkinson, Worcester; AR Beckett, Bristol; JW Thompson, Hull; D Sunderland, Newcastle Upon Tyne; N Stringer, Knaresborough; T Heywood, Maryport.

**Please Note:** My address has changed, a redirection is in place but please use the address as in the front of this newsletter. Thanks to all for your support. **P.Wilson**





# Preparing NER No. 1111 for movement

*by Dave Cullingworth*

As a planned activity during the May coach week, a small working party descended on Levisham to attend to NER Luggage Composite 1111. The carriage needed some work to prepare it for a future move to Kirkby Stephen. As Levisham station is inaccessible by low loader, 1111 will need to be made fit to move from Levisham to New Bridge by rail. Many years ago, the south end headstock rotted away and fell off, save the bits behind the buffers. As the draw hook had no support, it had been disconnected and removed.

Marcus and I met up with Station Manager, Simon Barraclough for an earlier site visit to scope out the work and had considered attaching one of two spare headstocks that Simon had recovered from storage. This was ruled out based on logistics of the site. Fitting a headstock requires the buffers removing but due to the length of the shanks there was no room without moving all the stock in the siding. 1111 could have moved the other direction towards the signal box but would have required the fence demolishing. It was decided that a temporary headstock would be made from timber already on site (kindly donated by the station group). This would be made in two pieces and allow the draw hook to be reconnected and have some support but without removing the buffers. This would also provide some support for the bottom rail of the body at that end that was split and dropping down.

The working party on the 9th equipped with tools and threaded bar, nuts and bolts was made up of myself, Martyn Rush, Keith Murphy and Rob Murray. Rob is one of the members of Stainmore Railway Company and will be leading up the team who will be restoring 1111 when it arrives there. Martyn Rush was over from Ireland visiting with his brother-in-law Keith and some of our longer-term members may recognise his name. Martyn used to live in York, originally from Pickering and used to be a regular volunteer before moving to Wexford with wife Lucia 15 years ago.

There was a slight delay before work could start as a film company was present remaking 'The Secret Garden' starring Julie Walters and Colin Firth.

After a few hours work the temporary headstock was cut, drilled and fitted and the draw hook reconnected for the first time in about 30 years.

**Below: Rob Murray from the SRC, Kirkby Stephen, helps get NER 1111 ready for movement, with (right) the completed temporary headstock and refitted draw hook. Photos: Dave Cullingworth.**





## Sales Stand

**Your chance to get a bargain and support the LNERCA**

### **Flying Scotsman Returns**

After a prolonged and much talked about overhaul the world famous Flying Scotsman successfully returned to action in 2016.

Crowds have flocked to see Flying Scotsman in action on preserved railways and on the main line, and this DVD records the locomotive in action during 2016 at various locations around the country.

Running time approx. 52 minutes  
Price £12.95



### **North Yorkshire Moors Railway LNER Steam Gala 2008**

Relive the superb gala in 2008 featuring three A4s, V2 Green Arrow, B1 61264 and 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 £5 + £2.50 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.**

**Back Cover:** It's not often photographers bother to take 'going away' shots, especially of rolling stock. Thus this unusual image is well worthy of inclusion, featuring Jim Kay's 1909 GNR Observation Saloon. It presently carries LNER number 43087. It was on the rear of the 14.00 from Pickering to Grosmont on Saturday May 5th and is descending the 1 in 49 Goathland Bank, crossing the Esk Valley viaduct. Of interest, this historical carriage was the oldest to carry BR's corporate blue & grey livery, ending its BR days at Norwich on July 28, 1973. It was bought by Sir Robert McAlpine who passed away earlier this year. Initially moving to Market Overton and, later Carnforth, Jim Kay acquired the saloon from the eminent railway preservationist and has undertaken a vast amount of work thereon and continues to do so.  
**Photo: Rodney Towers.**



