

**40th  
ANNIVERSARY  
YEAR**



**COACH  
ASSOCIATION**



**ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY**

## **Newsletter No. 116 February 2019**



**Inside . . . .**

**Luggage Composite No. 1111 departs NYMR after 45 years**

**Renovation of CCT No. 1308 makes progress in Atkins shed**

**Covered accommodation for BTK No. 3669 at Kirkby Stephen**

**Vandalised Gresley Buffet No. 641 returning to splendour**



Supported by  
**The National Lottery**<sup>®</sup>  
through the Heritage Lottery Fund



Heritage  
Lottery Fund



**MUSEUMS LIBRARIES ARCHIVES  
PRISM GRANT FUND**

# Who's who? - LNERCA Trustees

**Registered charity No. 1095337**

<b>Chairman &amp; Editor</b>	Nick Stringer Email: nickstringer701@btinternet.com Tel 01423 340331.
<b>Vice Chairman</b>	Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY Email: murraythemint@ntlworld.com Tel 01733 578000.
<b>Secretary</b>	Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB Email: dcull641@gmail.com Tel 01439 771758.
<b>Archivist</b>	(Position vacant)
<b>Sales Officer</b>	Russ Whitwam, 54 Water Lane, Farnley, Leeds LS12 5LX Email: russ.whitwam@gmail.com Tel 0113 255 3964.
<b>Membership Secretary</b>	Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG Email: pnw6@sky.com Tel 01423 862553
<b>Gift Aid Officer</b>	Simon Cox.
<b>Treasurer</b>	Adrian Laming, Email: treasurer.lnerca@gmail.com Tel 07855 513526.
<b>Trustees</b>	Gordon Wells, Paul Johnson, John Hasler.

## Committee Members

<b>Restoration Advisor</b>	Andrew Daniel Email: andrew.c.daniel@googlemail.com Tel 07778 316900.
<b>Volunteer Liaison Officer</b>	Marcus Woodcock, 14 School Lane, Bempton, YO15 1JA Email: marcus.woodcock@yorkscoast.plus.com Tel 01262 851268.

<b>LNERCA VEHICLES</b>	<b>LNERCA Rolling Stock Fleet BUILDER</b>	<b>STATUS</b>
NER Luggage Composite 1111	York, 1890	Restoration soon to start
ECJS RTO 189	Doncaster, 1894, to Diagram 25	Under restoration
NER RFO 2118	York, 1922, to Diagram 204	In store unrestored
Gresley BCK 10178	York, 1924, to Diagram 34	In store unrestored
Gresley RF 42969	Doncaster, 1929, to Diagram 10C	Upholstery workshop
Gresley TK 23896	BRC & W, 1935, to Diagram 115	In store, partly rebuilt
Gresley BTO 43567	York, 1935, to Diagram 191	In service
Thompson BG E110E	York, 1948, to Diagram 344	In store
Thompson TK E1623E	York, 1950, to Diagram 329	In service
Thompson CK E18477E	York, 1950, to Diagram 328	In store, partly rebuilt
Thompson CL 88339	Cravens, 1947, to Diagram 338	In store awaiting repair
Fish Van E75169	Faverdale, 1949, to Diagram 214	Under restoration
Covered Carriage Truck E1308E	York, 1950, to Diagram Y006	Under restoration
<b>ASSOCIATED VEHICLES</b>		
NER TO 945	York, 1924, to NER Diagram 155	Under restoration
Gresley saloon 43087	Doncaster, 1909, to GNR Diagram 10	In service
Gresley TK 3291	Met-Camm, 1930, to Diagram 115	In store unrestored
Gresley BTK 3669	BRC & W, 1930, to Diagram 114	In service
Gresley TTO 43632	York, 1935, to Diagram 186	In store unrestored
Gresley TTO 43654	York, 1935, to Diagram 186	In service as a RF
Gresley TTO 56856	York, 1935, to Diagram 186	In service
Gresley TTO 24109	BRC & W, 1936, to Diagram 186	In store partly rebuilt
Gresley SLT 1299	York, 1930, to Diagram 109	In store unrestored
Gresley TK 3857	York, 1936, to Diagram 155	In store partly rebuilt
Gresley RB 641	York, 1937, to Diagram 167	Under repair
Gresley TK 23890	BRC & W, 1935, to Diagram 115	In store, partly rebuilt
<b>ON LOAN FROM THE NATIONAL COLLECTION</b>		
Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	In service

Welcome to the first edition of the Association's Newsletter in 2019. As always, there is plenty to report, sadly not all of it good news. Our long-serving archivist, John Sutcliffe, passed away before Christmas and you can read more about his life and work in this Newsletter. In addition we discovered some hidden water ingress on TTO No. 23956 needing urgent attention, which the NYMR requires LNERCA skills to help sort out. This will divert some resources away from ECJS RTO No. 189, so delaying its progress, and also that of NER TO 945 which is waiting to take its place in the Atkins shed.

With John's passing we need to find a new Archivist, so if any of you would be interested in taking on this role, please do let one of the Committee know. We have our own section in the Archive room at Pickering where you would be made more than welcome by the NYMR Archive group. In addition we are looking for an Education Officer, which would ideally suit somebody having a background in the education profession.

Meanwhile, the good news is that over the winter we have made great progress with the CCT, which is set to become a showpiece for the Association when it is complete. It is great to see so many volunteers working regularly in the Atkins shed, doing a wide variety of jobs. If you would like to join the team, please contact Marcus Woodcock who will always find you something useful to do!

The other good news is that member's donations continue to roll in, and this form of help is much appreciated. One of the ways you can contribute is by buying a component for No. 189, for which you will find a sponsorship leaflet enclosed with this Newsletter. All donations made this way will be gratefully received, and will help speed No. 189's restoration.

Finally, as you will read elsewhere in this Newsletter, our Annual General Meeting is to be held on Saturday May 11. The main purpose of the meeting is to give all of you the chance to hear about what's going on, and I'm sure you'll find it an interesting meeting if you can get to it. Look forward to seeing you then!

## Two carriages leave NYMR for Kirkby Stephen

As this Newsletter closed for press, two of the Association carriages were set to leave. Both are going to Kirkby Stephen, Stainmore Railway, but for differing reasons. North Eastern Railway LC No. 1111 which has been static at Levisham ever since it arrived on the NYMR from Bishop Auckland in 1973 is moving on long-term loan so that the Stainmore volunteers can restore it. This is in the best interest of No. 1111, formerly owned by the NER Coach Group.

Meanwhile Gresley BTK No. 3669 is planned to move to Kirkby Stephen at the end of February, as reported in the previous edition of this newsletter. There it will be protected, along with other historic vehicles, in the newly constructed shed. It will return to the NYMR once covered accommodation is available, hopefully in three years time. This is dependent on the outcome of the NYMR's Yorkshire's Magnificent Journey lottery bid. By then, No. 3669 will be in a much better state than it would have been if it had been left out in the open on the NYMR.

**FRONT COVER: After enjoying the hospitality of Levisham for 45 years, NER Luggage Composite No. 1111 is taken to New Bridge on November 20 by Class 04 No. D2207. Photo: Kieran Murray.**

# **An LNERCA Museum Shed?**

***By Dave Cullingworth***

**B**ackground: Over the years the LNERCA has primarily been focused in the restoration of carriages. This work has been funded by grants and generous donations with availability of grants driving the decision on the choice for the next project. Early work was often done outside, but as facilities improved on the NYMR, we were able to share the main C&W shed. Most recently we have had a permanent space in the Atkins shed which massively assisted the restoration of TK No. 1623 and benefitted the current project, ECJS RTO No. 189.

Up until now the carriages that have been returned to traffic have been added to the teak set and are available for use whenever required by the NYMR. These carriages have been subject to a fairly generic running agreement, whereby the NYMR assumes all responsibility for maintenance.

We are now approaching a crossroads in this long-term relationship with the NYMR as the next two carriages to be returned to traffic are not for general use. Nos. 189 and 945 are historic, important and special vehicles that need to be kept under cover and have a restriction on the amount of times that they can be used. It has also been agreed that the LNERCA will assume responsibility for maintenance for No. 189 with the NYMR responsible for safety critical aspects as part of its safety case.

## **Future requirements**

It is now clear that the LNERCA should have a strategy to provide its own restoration shed (and longer term a small museum). There are several reasons why this will become necessary:

- Plan long term projects without having to work around other NYMR and NYMR based group projects.
- Increase covered workshop space on the NYMR, release space in Atkins shed for other projects.
- Provide a small amount of covered accommodation for 'special' carriages like Nos. 189 and 945.

Ideally a suitable location would be alongside the NYMR and rail connected. There is no such site available at the moment but the LNERCA should set up a fund and start raising capital for such a time that it can acquire or lease land when it becomes available.

There is also another train of thought that an offsite facility could be acquired on an industrial estate, for instance, which would be cheaper to lease and already have a suitable structure on it. This would be seen as a short to medium term solution. It would have the disadvantage of, not being on the railway with its many attractions, (i.e. passing steam trains!), and would require additional costs of road haulage in moving stock.

## **Museum status**

Once a permanent site alongside the NYMR is created, the LNERCA should seek to become a registered museum and use the shed to create a heritage skills centre and will employ apprentices who will learn about carriage building trades:





**The Vintage Carriages Trust museum shed at Inghrow West on the Keighley & Worth Valley Railway is a superb building and one the LNERCA could well do to emulate and to which to aspire. The two-road building is served by a connection off the main line which splits into two at the front of the depot. On the left is the entrance to a shop and extensive bookshop. Railwayana is also sold and the walls of the museum are adorned with a magnificent collection of station nameboards, signalbox boards, train headboards et al. Much of this is related to the north of England. There is room for some 6-8 vehicles depending on size and the VCT uses the far end, cordoned off from the public walkway, as a workshop. *Photo: Rodney Towers.***

- Joinery                      • Sign writing.    • Marquetry            • Varnishing            • Upholstery
- French polishing

Setting up a museum will facilitate the following:

- Display of historic carriages to the public (both restored and unrestored).
- Themed areas showing some of the crafts in the carriage building workshops (joinery shop, upholstery, paint shop etc).
- Display of historic artefacts relevant to LNER and constituent company's carriages.
- Facilitate the LNERCA taking on additional historically significant carriages or carriages that fill gaps in the collection.
- Open further areas of potential grant funding.
- Meet educational requirements for HLF type grants.

- Provide an archive of drawings and photographs for use by other groups and railway modellers.

**Future role on the NYMR**

There has been a significant build-up of regular working volunteers at Pickering, particularly mid-week. The volunteer base has never been stronger, and this shows how strong the bond is with the NYMR. With carriages like 24109, 23896 and 18477 all partially restored, there is a good core of general NYMR services vehicles waiting in the wings to supplement and increase capacity in the teak set. This will allow some carriages to be withdrawn for repairs and refurbishment and with our own shed we should be able to manage a rolling maintenance program in the future.

**What next?**

The idea of having our own museum shed is a long term ambition, and it will be many years before it comes to fruition, because of the massive costs involved, and lack of a suitable location. However, there is no reason why we should not start now to build up a ring-fenced fund for this purpose.

We would like to hear the views and ideas of members on this. Please contact me by email at [dcull641@gmail.com](mailto:dcull641@gmail.com) or write to me at 29 Beckett Close, Nawton, York YO62 7SB.



**LNER carriage visits Moors Railway for film assignment**



Arriving at New Bridge yard last November is the Railway Vehicle Preservation's (RVP) Post Officer Sorter No. E70294E, built in 1937 and preserved in 1974. Based on the Great Central Railway, it was to take part in a feature film along with LNERCA vehicles. Static shots were taken in Thompson TK No. 1623.

# Secretarial Report

**By Dave Cullingworth**

## Summary of Committee Meeting – 1st December 2018

- Seven Trustees and 1 Committee Member present.
- It was agreed that after the successful exhibition held over wartime weekend, this event would be repeated in the future, possibly to include NER 945. It would not be held in 2019 due to effort required in organising and uncertainty as to how far 189 would have progressed.
- The Yorkshire Wolds Railway had offered us the chance to have a sales stand at Wetwang Model Railway Exhibition in 2019.
- 1111 and 3669 both now moved to New Bridge ready to depart to Kirkby Stephen. Date not yet finalised but likely to be in January.
- The decision on the next major project once Nos. 189, 945, 1308 (CCT) and 75169 (fish van) are finished, would be put to the membership to choose.
- Committee Meeting frequency will be increased from 4 to 6 a year.
- Teak set – a list of work had been drawn up by Marcus on the operational fleet. This work would be shared by the NYMR and LNERCA.
- Carriage Shed/Museum. Discussed and agreed to share paper with members via newsletter.
- Operational incidents – door had been forced on 3669 and caused damage to pillar. Also another occurrence of handbrake left on. These were raised with NYMR at the liaison meeting in January.
- CL 88339 – awaiting decision on whether funding approved in NYMR budget. Agreed that work best done off site.
- Some recycled teak (ex Cutty Sark restoration), is for sale and we should take opportunity to purchase while we can.



## Conversion to Charitable Incorporated Organisation (CIO)

Many thanks to all the members who voted. Special thanks are also due to former NYMR Membership Secretary, Tony Danks who acted as independent teller for the postal and electronic voting process. The final count revealed that 54% of the membership responded and 100% were in favour of converting to a CIO. This gave the trustees the mandate to proceed and the submission was finally submitted to the Charity Commission in early December. We have been advised that the application may take up to four months to process.



## A fan-tastic London & North Eastern Railway artefact

Former Deltic test engineer and Doncaster Works historian, Hugh Parkin, has kindly supplied this picture of one of his items. The fan was supplied by London firm GA Sawyer, 9 Hannover Square, London. And the connection with the LNERCA? These fans were handed out in the late 1930s to First Class passengers and would have been made available on the LNER's prestigious trains including the streamlined trains such as the Silver Jubilee, Coronation, West Riding etc. although they may have been available on other services as well.



# View From the Chairman



As this is the first Newsletter of 2019, a belated Happy New Year to all our readers. In the last newsletter I appealed to all members for your assistance in agreeing to our change of constitution to a CIO. Your response to this appeal was brilliant, so a big thank you to everyone for your help, and I'm pleased to say that we are now well on our way to completing this change.

There is mixed news on the carriage restoration front. In December a routine inspection of one of our key running vehicles in the teak set, Gresley TTO No. 23956, revealed considerable water incursion which had been hidden behind the vinyl.

The problem will have to be sorted by stripping out the interior and replacing the plywood behind it. The water had come in through the roof, so repairs are needed there, and in addition its exterior teak panels need re-fixing and re-varnishing. We have a plan of work agreed with the NYMR, but it inevitably involves the diversion of labour from long term restoration projects like No. 189.

Another running vehicle sorely in need of attention is Gresley BTO No. 43567. All last year it ran in the NYMR's Pullman dining set, in place of Car 79, which is away for repairs, but it has now been withdrawn from that set and the NYMR have agreed to its re-varnishing in the near future. The problems with this carriage and No. 23956 underline the need for the entire teak set to be stored under cover. Hopefully there will be positive news from the Heritage Lottery Fund in this respect during 2019.

There is good news regarding the CCT No. 1308, which was sorely in need of attention. Thanks to the co-operation of the NYMR wagon group, space was found for it in the Atkins shed, which has allowed major progress on its restoration. When it is finished it will stand in the Beck Siding at Pickering, where it will provide a splendid advertisement for the quality of the Association's work.

There is also good news regarding buffet car RB No. 641, the carriage in the teak set that was most damaged in the vandal attack in 2017. Major repairs off-site are now well underway, including the replacement of its rack plates, and we can look forward to its return to the NYMR before too long, hopefully this year.

Looking ahead to the plans for 2019, we are aiming to make significant progress on several fronts. The CCT and No. 189 will continue to be the main focus of effort, but we want to sort out the roof of NER dining car 945, as well as getting it on a set of refurbished bogies. However, your committee has decided that it is essential that No. 189 continues to be kept under cover, in order to protect its superb finish, so if we move it out of the Atkins shed, to make way for No. 945, we need to decide where to put it. We are considering a number of options, including temporary off-site alternatives.

The other vehicles which should see some attention in 2019 are the Fish Van, which has been held waiting the need for specialist joinery, and the Thompson CL No. 88339, currently at Levisham under tarpaulins, but now in LNERCA ownership. More about both in the next newsletter. None of this of course would be possible without the continuing hard work by our volunteers, and the continuing donations from members and supporters. On behalf of the Association a big thank you to all of you.

Finally, I'm pleased to report that our annual members' train will be running this year on Saturday October 5th. Please make a note in your diary – details of booking arrangements, which will be similar to last year, will be published in due course.

**Nick Stringer**





Thompson B1 No. 1264, disguised as scrapped sister No. 1251 *Oliver Burry*, powering past Moorgates towards Pickering on September 30, 2018. Will one day the owning Trust put No. 1264 into Apple Green? *Photo: Michael Anderson.*



## A BRIEF HISTORY OF TIME

Nearly 50 years ago - in September 1970 - Lambton No. 5 begins its return to Goathland and Grosmont with a member's special to Summit signalbox, then the extremity of the operational railway. The carriages are Hull & Barnsley Railway No. 58, Thompson CK No. 18477 and Thompson CL No. 88339. Curiously, everything in this picture has changed - except the train itself. No. 5 awaits overhaul and all three carriages are extant but non running. Even the driver is still with us - and still driving! It is Chris Cubitt. Summit signalbox was later demolished - one of its nameboards is in the NRM, York. Gone, too, are the Fylingdales 'golf balls', as is the second track and the telegraph poles. *Photo: David Lowther.*



# Gresley Buffet No. 641: Returning it to Splendour

*By Dave Cullingworth. Photos by Kieran Murray*

**G**resley Buffet Car No. 641 was withdrawn from traffic after the vandalism in July 2017. It had suffered the worst from the attack with chairs having been thrown through the windows and damage to the milk urn extension on the Still boiler. Having been the first carriage restored into service (1994), it was starting to look tired, particularly on the interior and also required major work on replacing the rack plates. These thick steel plates are rivetted to the top of the headstocks and solebars at either end of the carriage and provide significant structural integrity where there are heavy loads on the draw hook and buck-eye coupler. They also provide reinforcing against collision damage to help protect the wooden body.

## **Sent away for repair**

The work required on the rack plates required the body to be disconnected from the chassis so it could be lifted or rolled clear of the head stocks. Since there was evidence of roof leaking and panels springing, plus a lot more work making it a major project, it was agreed that the carriage should be sent away for the work to be done so as not to take up shed space and resource on the NYMR. Funding is being provided by the NYMR appeal money (following the vandalism), with the NYMR providing the balance for any shortfall.

L.S.Engineering, based at Wirksworth on the Ecclesbourne Valley Railway, was the successful applicant in the tender process and so No. 641 was moved south. Lee Sharpe and his wife Mandy are the primary contractors.

Rather than lift the body from the chassis by jacking, the body was rolled along to expose the rotten rack plates. These plates have now been replaced with new steel welded in place.

## **Water, water, everywhere**

On starting stripping out the interior, it was found that the dark blue upholstery material used on the lower walls had trapped moisture behind it and with leaks from exterior mouldings, much of the plywood was sodden and largely rotten. The body needed separating from the underframe and unfortunately it was found that the nuts could not be removed from the bolts as the bolts just spun around.



This was a major headache as it meant that the floor coverings needed lifting in order to access the head of the bolts and (even worse), the bar had to be removed as this sat over several of the bolts. Some of the frame below the kitchen

**The repair to No. 641 has entailed stripping it to its frame in many places in order to rectify the damage caused by ingress of water. Not only panels have been removed, but gangway ends in addition.**



**Extensive stripping of the roof ends has had to be undertaken in the never-ending quest to arrest water ingress.**

window was rotten and will need replacing and two exterior panels also need renewing. The remaining panels will be repaired but with water ingress it required all the varnish removing and bringing all the panels back to bare wood.

### **New lettering**

Revarnishing will require all the 'Buffet Car' lettering doing from scratch and we have the correct size artwork, courtesy of Mike Trice. The previous lettering was based on sizes quoted in the Harris publications of 7" in height over gold. In reality the letters should only be 5" high. The problem with correcting the previous incorrect sizing is that the original lettering is still visible as a shadow on the panels. No matter what Lee has tried, he cannot remove the shadow effect!

It has been decided that the interior wall coverings will be in the spare material used in the restoration of the Beavertail Observation Car as this is available now. The dark blue is lighter than the blue previously used in No. 641, but costs have been saved in not having to get material made up from scratch and purchasing a small run. It also means that the lower walls will be covered in a lighter material than the heavy upholstery leatherette previously used.

Work continues, but it is hoped that No. 641 can return to the NYMR later this year.

Thanks to Lee and Mandy for their perseverance and dedication. It seems that the Buffet Car has been given a pet name of Vivian during 'her' stay in the Peak District!

**Upholstery repairs are also being effected. This is one of Mandy Sharpe's areas of expertise. Upholstery is one of the many disciplines to be found in carriage restoration.**

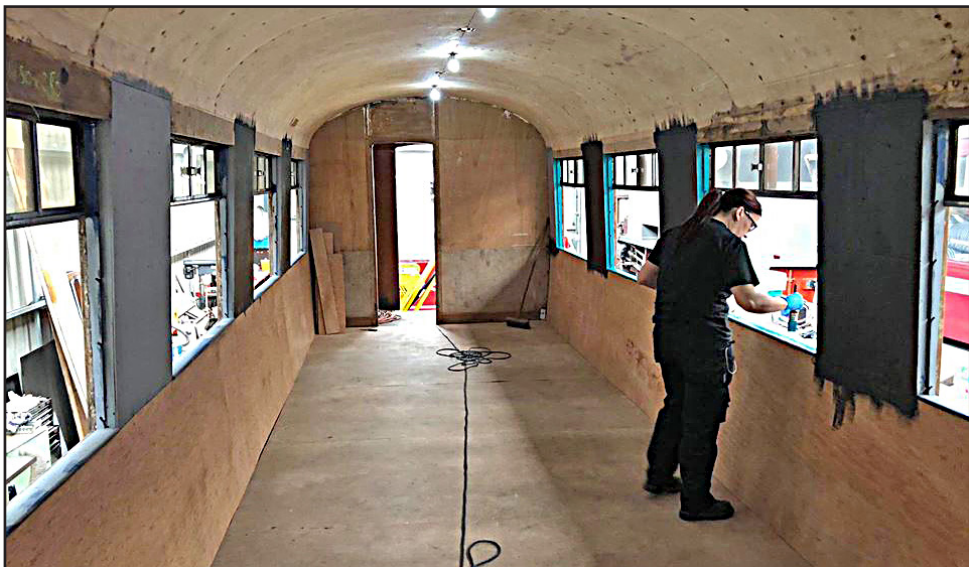






**Above:** With the carriage body rolled along after removing all the retaining bolts around the entire body, the rack plates can be exposed - and renewed, as seen here. These steel plates add rigidity to the underframe.

**Below:** The extent of the rebuild can be gleaned in this image depicting all of the lower panelling replaced, much of it because of water damage which had rotted the material. The ceiling will require new wallpaper.



## NOTICE OF MEETING

**The Thirty Second Annual General Meeting of the  
LNER Coach Association will be held in the  
Class Room, Learning Centre, Pickering station  
starting at 11:00 on Saturday May 11 2019**

### AGENDA

1. Apologies for absence
  2. Minutes of the Thirty First AGM held on Saturday May 12 2018
    - a) Matters arising from the minutes.
    - b) Approval of the minutes
  3. Chairman's report on activities during 2018.
  4. Treasurer's report and presentation of accounts for 2018.
  5. Membership Secretary's report.
  6. Sales Officer's Report.
  7. Election of Independent Examiner.
  8. Fund Raising Officer's Report
  9. Secretary's Report
  10. Vehicle Updates:

a) ECJS RTO No. 189	Marcus Woodcock
b) CCT No. E1308	Marcus Woodcock
c) Fish Van No. 75169	Murray Brown
d) NER LC No. 1111	Dave Cullingworth
e) NER TO No. 945	Nick Stringer
  11. Election of Trustees.
    - a) The following Trustees are due to retire by rotation. All are willing to re-stand.
      - Nick Stringer – Chairman
      - John Hasler – Trustee
    - b) Following a proposal by Nick Stringer, seconded Dave Cullingworth, the Trustees seek approval to elect Neil Cawthorne.
  12. Any Other Business.
- Nominations for any of the Officers roles to the Secretary by Saturday May 4.  
Dave Cullingworth  
Secretary, 29 Beckett Close, Nawton, York, YO62 7SB.  
Tel: 01439 771758  
Dcull641@gmail.com

**A cordial invitation is extended to members to come along and hear of  
the news and progress made during the year, perhaps enjoy a ride to  
Grosmont, and to see the activity in the Atkins shed.**



# Restoration progress

## by Marcus Woodcock

### ECJS Restaurant Third No. 189

With the rush to have No. 189 ready for the October exhibition over, the pace of work on this coach has slowed as other jobs take priority. However, steady progress is still being made, the east side lower teak panels are now fitted and glue blocked in with the outer beading cut to size ready for fitting.

The west side varnish is rubbed down and a start made on the yards of lining on the beading, this consisting of a 3/8" wide gold line with 1/16" vermillion lines either side. Early ECJS coaches originally had gold leaf lines, but this was changed to gold paint in later years. We have decided to use gold paint to make it easier to maintain. The lining process starts with a 1/2" line masked off on the beads which is given two coats of vermillion. The masking tape is then removed and a 3/8" gold line is hand painted in the middle leaving the two thin vermillion lines showing. The flat vertical beads have arrow heads top and bottom of the lining, these are drawn onto the beads in pencil using stencils and then hand painted in. There is evidence that the LNER used transfers for the arrow heads, unfortunately we do not have this luxury! Christopher Johnson has done the artwork for the lettering which is marked out on the body side ready for signwriting in.

Inside the small saloon is now stripped of mirrors, veneered panels and droplights (removed for safety) and the lower ceiling panels which were temporarily glued in place for the exhibition have now had screws fitted and their heads filled ready

for painting. Gordon Wells has been beavering away underneath the floors fitting the cable runs for the battery box and dynamo, these surface in the attendant's compartment and then run along the bottom of the clerestory into the kitchen, hidden in salvaged wooden trunking.

### CCT No. E1308

This has become the group's main focus of attention. The

**Suitably attired, Nick Smith cracks on tightening one of hundreds of new coach bolts which hold the roof boards of the CCT No. 1308 onto the carlines. Note the painted boards above him. Besides renewing the external bodysides and doors, the inside of the CCT is also being renovated.**

**Photo: Murray Brown.**







**The Atkins shed is full of masked men! Bedecked in safety gear, Gary Lyne undertakes one of the less pleasant jobs - that of sanding the CCT's roof to remove old debris and also to ensure the new roof sheet is not pierced by intrusions which would allow water ingress. Photo: Murray Brown.**

last new door on the west side was fitted in November along with new windows in the end panel, completing this side. Thanks to the Pickering Wagon Group, space was made in the Atkins building for No. 1308 over winter to allow work to continue.

The roof was stripped of the old roofing felt and adhesive. The failed screws in the steel carlines were replaced with coach bolts to pull the sprung roof boards back into position. The condition of the roof is better than originally thought, only needing two new boards. The boards were then sanded to remove any sharp edges and now await a new waterproof covering.

The van was turned before moving inside, and work is now progressing on the second (east, car park) side. The three new doors are virtually complete and the first section of new boarding is on, with frame repairs done behind. One of the most time consuming jobs is the constant moving of van contents and shelving needed to give access to the area of body being worked on, we haven't the space to store the contents elsewhere.

### **Tourist Third Open 23956**

During an inspection carried out at the end of the running season to identify what winter maintenance was needed, major problems were found. The polymer roof coating has failed allowing water to rot the cotton roof canvas, with water leaking into the full length of the coach interior. The water has penetrated down the back of the plywood walls causing large areas of rot. This situation probably started last winter but was unnoticed because the vinyl wall coverings are waterproof trapping the moisture in until the plywood disintegrated.





**With three coats of varnish applied to No. 189 - and rubbed down - it is time for the lettering to be applied. Chris Johnson is doing this freehand - the correctly sized stencils are seen applied along the bodyside. Photo: Murray Brown.**

Pickering C&W shed is fully occupied until at least April, so roof sheets have been purchased and the coach is parked in Pickering yard. The seats and tables are out and the vinyl wall coverings carefully removed for re-use and the ply stripped out to allow the coach to dry out, a process not helped by the current sub zero temperatures.

Obviously there is a considerable amount of work to do before No. 23956 can return to service. More than likely it will not be available for the majority of the coming season. The LNERCA and NYMR have jointly agreed a work plan, with the NYMR recovering the roof and LNERCA repairing the interior.

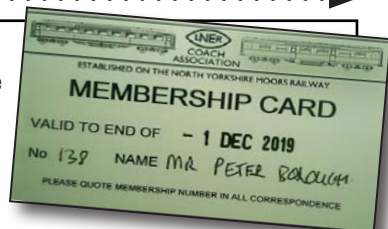


## Membership Matters

**May I acknowledge with grateful thanks the following who have kindly made donations up to December 31, 2018, Thank you all so much:**

C Appleby, Scunthorpe; A Beckett, Bristol; Dr Thompson, Stockton-on-Tees; D Wood, Guisborough; D Sunderland, Newcastle-upon-Tyne; R Thompson; S Cox, York; G Cassidy, Stockport; L Copley, Whitby; A Snowden, Redhill; A Marsden, Darlington; G Nodes, York; A Middleditch, Hitchin; J Maxim, Ipswich; M Brown, Gateshead; M Allatt, London; M Chapple, Darlington; D Griffith, Wakefield; A Anderson, Peterborough; M Shepherd, York; A Barton, Burton-on-Trent; C Hall, Royston; T Taylor, Hunstanton; R Hill, Bewdley; N Stringer, Knaresborough; J Barry, Letchworth Garden City; S Jenkinson, Worcester; J Booth; D N Baren; J Wilkinson, Middlesborough; WJ Berridge, Grantham; E&E Coates, Darlington; DJA Young, Bangor; J Broadley, Leeds; WE Colver, Sheffield; M Proctor, Newcastle upon Tyne; CH Moran, Hessele; EA Midgley, Whitby and CJR Binks, York; J Hunt, Woodbridge; M Russell - Barrow upon Humber; D Bent - Nottingham; J Lummas, Stockton-on-Tees and R Burns - Falkirk.

**Peter Wilson**



# John Sutcliffe - an appreciation

*By Murray Brown*

The LNERCA lost its keen archivist, John Sutcliffe a few days before Christmas thus ensuring a miserable time for his family. John was 75 and suffered a heart attack at his home, succumbing three days later in York hospital.

He hailed from Harrogate and was educated at Christ Church school where, almost certainly, he was taught by the LNER Vice Chairman's mother.

After leaving school, John joined the Royal Marines, an organisation not noted for its publicity. Indeed, he was reluctant to refer to these times later in his life. Upon being demobbed, John became a delivery driver for a butcher's catering firm and it was whilst on this duty, delivering one day, he came upon who was to become his wife, Margaret, whom he married in 2004.

His lifelong pastime of smoking did him no favours and his health suffered accordingly. He also had to endure frequent blood transfusions for another ailment which laid him low for several days each time he had to endure it. Only a month before his passing, he had ended up in York hospital with breathing problems and it was there he – and Margaret – decided on the spot to give up smoking. Within a couple of weeks he was reporting a noticeable difference in his health.

He had a particular liking for the music of the Irish songstress Enya and used to collect his wife from work at York hospital with this music playing loudly in his car. One of Enya's finest songs was played at John's funeral.

His love of railways manifested itself particularly in historical matters and live steam. He was a member of the York Model Engineering Society, based at Dringhouses and was a friend of Bob Polley who had a layout at Barton, just off the A64 to Malton. Because of his friendship with Bob, John was instrumental in arranging for the LNERCA's NER First Open No. 2118 to be stored on Bob's land and John became in effect its custodian. He was looking after several of the components from this unique carriage.

Another of John's favourite vehicles was the LNERCA's Fish Van and he was so looking forward to seeing it take shape this year. ECJS No. 189 was also on his 'top list' and he gained much pleasure from seeing it progress.

John was an expert modeller of note, particularly his 5" gauge detailed models of vintage carriages.

John joined the LNERCA committee in 2008 as an ordinary member and a year later took on the mantle of Archivist. He set to and soon began to assemble an impressive library of documents and photographs of all things LNER rolling stock. This is housed in the NYMR archive office on platform 2 at Pickering station where John spent a lot of his time, usually on a Thursday. He also assisted greatly with items held at the NRM, York, obtaining copies of drawings needed for restoration projects.

One of the quieter members of the committee – that's no bad thing – but nevertheless, John had a great sense of humour and had the LNERCA's interest very much at heart.

He leaves behind Margaret to whom he was devoted and three step children who he called his own. A really nice man and a privilege to have known him.





**What a day - the Members' Day special on October 6, 2018. The Q6 No. 63395 does battle with Green End on its way to Goathland. *Photo: Rodney Towers.***