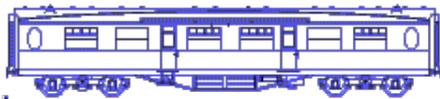


**40th  
ANNIVERSARY  
YEAR**



**COACH  
ASSOCIATION**



**ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY**

**Newsletter No. 117**

**May 2019**



Passing Platelayers' Cottages, 2-6-4T No. 80136 tackles the 1 in 49 northbound from Levisham with a film special for 'The Secret Garden' on May 9, 2018. Consist was BTK 3669, TK 1623, TTO 23956, RF 43654 and GN 43087. *Photo: Gary Lyne.*

**Inside . . . .**

**Gresley BTK No. 3669 departs NYMR for Stainmore Railway**

**- See pages 2-3**

**Bodywork of Covered Carriage Truck No. 1308 transformed**

**- see pages 14-15**

**Gresley Buffet No. 641's revival progresses at Wirksworth**

**- see pages 10/11**

**No. 42969: From top link service to an upholstery workshop**

**- see pages 4-7**



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## View from the Chairman

In the last newsletter, I reported issues with in-service teak coaches TTO No. 23956 and BTO No. 43567. Unfortunately, it turns out that the work required on both is more extensive than first thought. LNERCA members are working with NYMR staff in an effort to get these vehicles back into traffic as soon as possible, and also to ensure that work is done to the highest standard. As a result, much work on No. 189 has stopped.

There are two causes of the problems on these coaches. Firstly, it appears that materials used in the original restorations have not stood the test of time. This has allowed water to ingress too easily. We think we now understand what has gone wrong, and what needs to be done to prevent it happening again in the future.

The other cause is that there has been insufficient maintenance - cleaning, painting and varnishing. We've now agreed a new cleaning regime with the NYMR, which will give each side of the teak set a more frequent and thorough wash. As regards painting and varnishing, we decided at a recent Committee meeting that our policy will be that each carriage in the set must be re-varnished and its roof re-painted every two years. We have the support of the NYMR in this, and in fact as I write TTO No. 56856 is in Carriage & Wagon being re-varnished, which is less than two years since it was last done.

Of course, these issues would be significantly reduced if there was a carriage shed on the NYMR. News of the outcome of the NYMR's HLF bid is expected shortly.

Meanwhile great progress has been made on the CCT stores vehicle, thanks to much help from the NYMR Wagon Group. It will not be long before it moves outside the Atkins shed for attention to its end door panels, and where, once finished, it will be a great advertisement for the Association's restoration work.

### **News from the Stainmore Railway**

Elsewhere, up on the Stainmore Railway at Kirkby Stephen, there are now three LNERCA vehicles - NER LC No. 1111, and Gresleys TK No. 3857 and BTK No. 3669. Work will be starting soon on NER No. 1111, but it will be a long time before No. 3857 is restored, as you can read in the article about it in this Newsletter. However, BTK No. 3669 is operational and is planned to be running on the following dates:- Sun 26th May, Sat/Sun 15th/16th June, Sun 7th July, Sun 28th July, Sat 10th August, Sat 17th August and Sat/Sun 24th/25th August. Please do plan a visit to Kirkby Stephen some time to see this splendid coach in action.

### **Moves afoot with a unique carriage**

Another vehicle on the move is Thompson CL No. 88339 which is about to go to a private undercover site in Spennymoor. As soon as it gets there, a detailed inspection will be arranged so that a schedule of work can be drawn up. An agreement has been signed with the NYMR whereby when it returns to the NYMR it will be run for a guaranteed minimum annual mileage.

As always, we are dependent on continuing donations from members and supporters. We took the decision at a recent committee meeting that we should return to the system whereby money donated for specific funds will be ring fenced. Therefore, if you'd like to donate to a particular project (and we have lots of them!), please say so and we will follow your wishes accordingly. On behalf of the Association a big thank you to all of you making donations.



**BTK No. 3669 is gently lowered down the ramp at Kirkby Stephen on February 26 where it will reside in the newly built shed in the background. Photo: Rob Murray.**

**Below: At last - covered accommodation. Next to No. 3669 can be seen the LNERCA's LC No. 1111 which also made the journey from the NYMR. Photo: Mike Thompson.**



As well as donations, we rely on our working volunteers, who are putting in many hours of work. I hope that as many as possible will be travelling on this year's LNERCA special train on Saturday October 5th. Booking arrangements will be published with the next Newsletter. **Nick Stringer, April 2019**

# The life and times of **Restaurant First No. 42969** **- the story of a fall from grace**

*By Murray Brown*

**F**rom serving meals to First Class passengers, to becoming a Breakdown Train carriage and finally an upholstery workshop – this is the fate which has befallen LNER RF No. 42969. However, at least it is still extant!

This Restaurant First began life in 1929, courtesy of Doncaster Works and comprised a kitchen, pantry, First Class seating (for 18), an attendant's compartment and one toilet. It was allocated Diagram 10C, and is one of only two surviving in today's preservation era, but read on . . . .

No. 42969 had no less than 34 years serving meals to first class passengers. Initially allocated to the GN section (hence the number starting with 4), it is believed to have gravitated to the Great Eastern section in later years. A new number was designated to this carriage under the 1948 Thompson renumbering scheme, this being 9007. Under the BR era, it lost its teak exterior and was repainted in Crimson & Cream, followed by lined Maroon after this was introduced in 1955.



**A glimpse of what this Restaurant Car would have looked like post Nationalisation and up to 1955 when the lined maroon livery was introduced. This was the era when it carried number E9007E. Model and photo: Larry Goddard.**

## **A Departmental life beckoned**

Withdrawal came in 1963. It was then earmarked for Departmental use – with the Stratford depot Breakdown Train Unit in which it was included as a Staff & Tool Van. For this role it received a new number – ADE 320947. (DE being Departmental Eastern, with the A prefix denoting the CM&EE department). It had double doors installed on either side, lost its gangway ends and, most curiously, had its Gresley sliding windows exchanged for BR Mk.1 ones. Why this was undertaken nobody knows. One possible reason may be that because all the windows had shallow Stones ventilators, it was thought prudent, bearing in mind the carriage's future use, that all the windows should have sliding windows of a greater depth.

The carriage remained in Departmental use for 23 years until displaced by the wholesale replacement by Mk.1 vehicles. In its latter years, it carried Engineer's yellow.

Upon withdrawal for the second time and offered for sale by tender, the successful bidder was the North Woolwich museum, almost within sight of



**ADE 320947 is seen in action on April 4, 1985 passing Stratford station. It spent its entire Departmental existence based at Stratford. The locomotive is one of Stratford depot's much admired white-roofed Class 47s, No. 47003. The 75-tonne crane is Cowans Sheldon No. 96701. This was the last full year of ADE 320947's Departmental career. *Photo by kind permission: Dennis Taylor.***



**Disposal awaits the Stratford Breakdown Train Unit's Staff & Tool van ADE 320947 - pictured at Stratford in 1986. It would, in the autumn of that year, be sold to Woolwich Station Museum, owned by Newham Council. *Photo: Murray Brown.***

Stratford depot, just at the end of the Woolwich branch. ADE 320947 moved there in 1986, one of the shortest ever journeys from point of sale to new owner's

premises. For its new role, it was completely gutted internally – a total blank canvas - and panelled out in order to display historical data for the public viewing.

### **Preservation status**

The North Woolwich Old Station Museum closed in November 2008. Many of its smaller exhibits went to the East Anglian Railway Museum at Chappel & Wakes Colne. The London Borough of Newham, owner of the Woolwich Museum offered the Gresley carriage to the National Railway Museum who, understandably, in view of its non-existent interior declined and asked the LNER Coach Association if it was interested. For the sole reason of obtaining spares, particularly, the bogies, the offer was accepted, but there was another matter to sort out first. Because it had been a First Class vehicle, the LNERCA suggested that an inspection was undertaken for asbestos insulation within the floor. This proved positive, resulting in Newham Borough Council having to call in contractors to remove said substance.

ADE 320947, alias 9007, alias 42969 arrived on the NYMR November 18, 2008. An unexpected use has been found for this octogenarian carriage in that once new floor panels had been fitted on the bare framing (exposed during the asbestos removal) it is now the Upholstery carriage for the NYMR Carriage & Wagon staff, containing rolls of fabrics with a sewing machine.

With several LNER catering carriages on the NYMR, 42969 is unlikely to ever serve pie and peas again. It is actually an empty Gresley carriage shell, heavily modified, with added BR Mk. 1 sliding windows and wooden gangway ends. All in all, a bit of a comedown from leaving King's Cross for the North in 1929 behind an A3 and, from 1935, an A4.

**Below: No. 42969 spent from 1986 to 2008 parked in the platform of the Woolwich Railway Museum. Here it was used for display purposes. Here, wooden gangway ends were added for purely cosmetic purposes. This view was taken on December 24, 2006. Photo: By kind permission Nick Catford, Disused Stations.**





**Above: Whilst commandeered for use by the C&W staff as an upholstery workshop, No. 42969 has been stabled at three locations in the Pickering station area - the C&W yard, in the Beck Siding adjacent to the station and, latterly, in the Long Siding, north of the High Mill crossing. On May 19, 2014, No. 42969 was in the C&W yard, about to be spruced up by volunteers and given a coat of brown paint.**

**Below: No. 42969's present location - at the bufferstops in the south end neck, High Mill. This view was taken on September 3, 2017, the wooden gangway ends showing signs of understandable deterioration. *Photos: Murray Brown.***



# **Minutes of the Thirty First Annual General Meeting of the LNER Coach Association held in the Beckett Room, Memorial Hall, Pickering station on Saturday 12th May 2018 starting at 11.00.**

## **Present**

Nick Stringer – Chairman, Murray Brown, Dave Cullingworth, John Hasler, John Sutcliffe, Malcolm Brown, Paul Johnson, Christopher Johnson, Chris Hall, Charles Appleby, David K. Young, John D. Broadley, Peter Wilson, Richard Hayward, Russ Whitwam, Mario Papworth.

## **1/ Apologies for absence**

Bill Pickup, Deborah Wilson, Rodney Towers, Michael Coleman, Marcus Woodcock, Lawson Little, Howard Dalton, Nik Wilson, John Barry, Gary Lyne, Simon Cox, John Mottram.

## **2/ Minutes of the Thirtieth AGM held on Saturday 6th May 2017**

a) Matters arising from the Minutes

Off-site storage in the quarry was not now likely as CEMEX are unsure on legalities.

b) Approval of the Minutes

Approved following proposal by Malcolm Brown, Seconded by John Sutcliffe.

## **3/ Chairman's report on activities during 2017**

A written report had been issued with the newsletter.

Nick gave a PowerPoint presentation. Some highlight comments:

-Vandal damage – great response from the public. NYMR donations helping to get 641 overhauled.

-LNERCA donations going to replace light fittings in 1623. Using 3D printing technology.

-Massive thanks to SVR who supplied replacement lights for 3669 free of charge.

-Planned event to take place in October when 189 will be externally complete. "Steam, Speed and Sumptuous Dining". This will coincide with HLF visit and hopefully sign off the last payment.

-There will be guides explaining Victorian Rail Travel.

-Following on from this there will be a fresh appeal to fund the interior refit.

-£20K to replace tyres on Fox bogies so in short to medium term 189 will be on Gresley Lightweight bogies.

- Chassis at DC Engineering for overhaul. D.Elliott had produced 3D drawings.

-Thanks to P.Andrews and P.Molyneux-Berry for design, calculations and sign-off of body fixings.

-Hoped that 189 will go under a polytunnel in the autumn which will allow 945 to move from Levisham and go into Atkins shed for roof and other work.

-CCT will be going into beck siding once restoration work completed.

-Thanks to Marcus Woodcock for volunteer liaison work, organising teams and materials.

-Thanks to John Hasler for his 38 years as Treasurer from the inauguration of the LNERCA and was now standing down.

-Still long term aim to become a Museum like the VCT.

-Would like to get more people to take newsletter via email.

## **4/ Treasurer's Report and presentation of accounts for 2017**

Annual accounts and report by John Hasler were tabled at the meeting.

-Question from floor regarding Easyfundraising donations as none had appeared in accounts. This would be followed up. (Action AL/DC/NS)

John Hasler expressed regret that he had to give up the Treasurer's role but was finding it more difficult to get to the bank. The attendees gave John a round of applause for his years of service.

Following a vote, the tabled proposal by Dave Cullingworth, Seconded by Nick Stringer, Adrian Laming was duly elected as Treasurer and Trustee. (John remains as a Trustee).

Following a proposal by Dave Cullingworth, Seconded by T.R. Hayward, the accounts for 2017 were approved.

## **5/ Membership Secretary's Report**

Written report tabled by Peter Wilson. 200+ members now.

a) GDPR

Good response from all members.

-Following question from the floor, Nick advised that the Hull & Barnsley RSF wanted to stay independent.

## **6/ Sales Officers Report**

Russ Whitwam advised that sales opportunities were very limited and only on Gala days. Would be good to have space and personnel to run a small shop but just not practical at the moment.

## **7/ Election of Independent Examiner**

Mike MacDonald wished to stand down from this role.

Following a proposal by Russ Whitwam, seconded by Chris Hall, the Committee was authorised to find a replacement Examiner and put in place before next year's accounts need auditing.

## **8/ Fundraising officers Report**

No report.

## **9/ Vehicle Updates**

### **a) ECJS Diner 189**

Marcus Woodcock had produced a report which was read out. This expanded on the update given by Nick and gave further detail to progress on 189 over the last 12 months and imminent move of the body onto the overhauled chassis.

### **b) CCT EI 308**

Emergency repairs taking place on the CCT as and when it can be placed in the yard. All 6 doors were in the point of falling off and new ones are in process of being fabricated. The first new one has been fitted. This would not be a ground up restoration job, just a patch up to make the CCT useable as static stores vehicle.

### **c) Fish Van E75169**

Murray Brown reported on recent progress.

Tyres examined by Freightliner engineer and are good.

New parts have been ordered for brake cylinder

Painting of steelwork taking place, building up coats to final top coat.

### **d) NER Luggage Composite 1111**

Dave Cullingworth reported that a working party had been to Levisham and done some work to prepare 1111 to move to Kirkby Stephen. A temporary headstock had been bolted into place at the south end which allowed the refitting and connecting of the draw hook.

### **e) NER Open Second 945**

Covered in Chairman's report.

Marcus' report thanked all the regulars who now exceed 30 members (more than the main NYMR C&W team). A massive 4500 hours have been put in during 2017-18.

## **10/ Archivist's Report**

John Sutcliffe gave a tribute to NYMR Archivist, Mark Sissons who had recently died following illness.

Mark had helped the LNERCA set up the archive and passed on much knowledge to John and ensured that the archive was brought up to same standard as adopted by the Science Museum.

## **11/ Proposal to convert to Charitable Incorporated Organisation.**

Dave gave background to this proposal which had been detailed in the newsletter.

The proposal to convert to a CIO (prop Malcolm Brown, Sec John Hasler), was approved.

## **12/ Election of Officers**

The following Officers were due to retire by rotation:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| • Murray Brown, Vice Chairman | • Peter Wilson, Membership Secretary |
| • Russ Whitwam, Sales Officer | • Paul Johnson, Trustee              |

All four were willing to re-stand and there were no other nominees. All re-elected following proposal by Nick Stringer, seconded by Malcolm Brown.

## **13/ Any Other business**

- Web Site – Murray reported 40 visits per day. Updated monthly.
- Next year is 40th Anniversary of LNERCA so should be celebrated in some form.
- LNER 100th Anniversary – Murray was looking at ways to celebrate in 2023 the 100th anniversary of the formation of the LNER in 1923. Suggested getting teak set certified for Whitby running. The successful Gresley 100 event in 2005 could be model to emulate.
- Nick offered to do more presentations.
- Some 7" gauge teak carriage models have been donated.
- Nick advised he would re-stand to be Director on the NYMR.
- Dave advised that the Facebook page was very successful; the recent news update had reached 10,000 people. The Twitter site was less successful with only 13 followers.

Nick thanked everyone for their support, volunteers, Trustees and Committee members.

Meeting closed at 12:30

**Dave Cullingworth, Secretary**

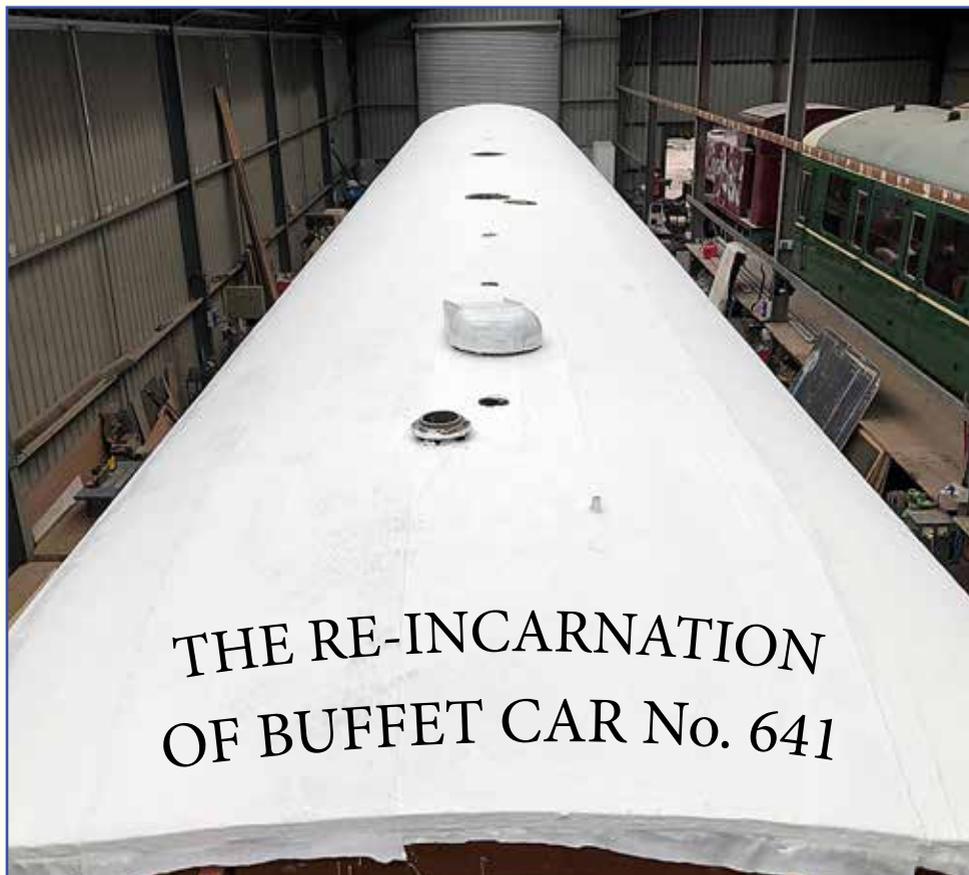


**Above: The enormous rebuild of No. 641 has continued at Wirksworth. This has entailed taking out what was left of the smashed windows and removing much of the teak panelling; many glue blocks have been replaced; some rotten roof boards were renewed and the whole body was disconnected from the underframe in order to gain access to the rack plates.**



**Left: All ceiling panels were exposed and taken down where new roof boards needed fitting. This means the entire ceiling would require wallpapering. Internal panelling was replaced where rot had set in. All in all, a huge job.**

A mammoth rebuild of vandal-damaged Gresley RB No. 641 has been underway at Wirksworth on the Ecclesbourne Valley Railway just north of Derby. This is being masterminded by Lee Sharpe and his wife Mandy. The work includes some overdue maintenance items, as well as putting right the damage caused by the miscreants in 2017. This montage by Lee shows the depth of renovation taking place. The fully repaired, varnished Buffet Car should be back in the LNER set later in the year.



**Above:** This is where the expression 'white as a sheet' comes from. Because the roof let in water because the canvas had failed, this has necessitated a new covering using a newer water-repellent paint.

**Right:** This is one of the brasses removed from a wheelset - note the black patches at the end - chunks of metal missing. This will need attention. All four wheelsets are being sent to Ian Riley Ltd, Bury, to have new tyres fitted.



# Gresley End Vestibule Corridor Third (TK) No. 3857: The forgotten carriage

*By Dave Cullingworth.*

Some of you probably wonder what plans there are and if anything has been happening with TK No. 3857 at Kirkby Stephen as this carriage has not featured in the newsletter for a while.

No. 3857 was purchased following appeals to members and an 'End Vestibule Owners Group' (EVOG) was formed with a separate bank account. Several donations came in both as one-off and regular payments. The then Secretary, John Curtis took on 3857 as his project vehicle, with regular working parties heading along the A66. Early work was undertaken in the trainshed at Kirkby Stephen; this work centred on stripping down the vehicle and repairing or replacing damaged and split framing.

Since John's death in 2009, progress stopped on No. 3857 and it has been stored outside and sheeted over. A couple of years ago the LNERCA did investigate trying to resurrect progress but with targets to be met with the HLF project and nobody who could champion it and manage resource and materials, it came to nought. Back in 2016 the members who were donating to the account were contacted and asked whether they would like to change to contributing to the main LNERCA account, any remaining balance transferred across and the account closed. Money that was raised for No. 3857 has been ring fenced and is used to fund storage costs at Kirkby Stephen.

Early in 2017 a brief survey was done by Marcus and I:

## **Body**

- Devoid of any teak panels excepting some of the between windows panels.
- It appears to have had all structural frame repairs done.



**This is what visitors to Kirkby Stephen will see of No. 3857 - a tarpaulined carriage, but at least it is keeping it dry. This picture is dated April 6 this year.  
*Photo: Dave Cullingworth.***



**No. 3857 ended its BR days as Departmental DE 320946 based at Peterborough as a Staff & Dormitory coach with the Civil Engineer. When converted from E12961 (1946 number) in 1962, this was for the North Eastern Region weedkilling train. but for several decades this carriage resided at Peterborough - pictured on March 12, 1990 after attention and repaint in Crescent Wagon Shops, Peterborough. Photo: By kind permission of Paul Bigland.**

- All bottom rail knees have been replaced and made good with stainless bolts.
- All four external doors missing.
- It has one remaining gangway.

#### **Interior**

- Five of the 7 compartments have been removed (including corridor screen).
- Two compartments remain complete with sliding doors. No interior compartment fittings.
- One toilet compartment is intact including door although door has been moved. No toilet fittings remain.
- Corridor sides missing all teak match boarding.
- Additional water tank evident in the centre of the vehicle which needs removing.
- Brake release valves are present in both vestibules which need removing.
- A collection of Mark 1 seats are resident, presumably to be modified for use.
- All glass needs replacing.

#### **Roof**

The roof boards still have original screws in them and no evidence of boards lifting. This can be attributed to the fact the roof has been covered in a thick rubber sheet bedded on with bituminous or tar so there has been no ingress of water.

#### **Chassis running gear**

No detailed survey but noted:

- Very thick tyres
- Has both vacuum cylinders.
- Chassis has very little paint on it and is starting to show signs of corrosion.

In summary, it is in good structural condition, but as lacking panels is somewhat behind the stage that No. 23896 has reached.

No. 3857 will unfortunately have to remain as a long term strategic reserve unless we can find someone else to take it on. The Stainmore Railway Company are committed to a commendable aim in creating an authentic NER train, (including our own 1111 of course), and have enough of their own carriages to restore. They are happy to keep 3857 on site until such time that work can resume.

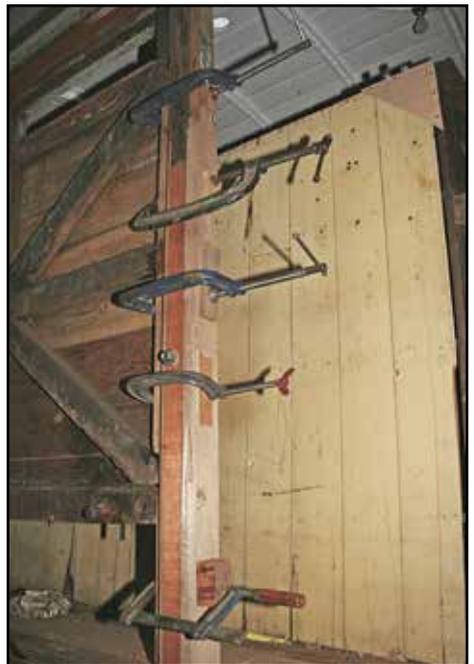
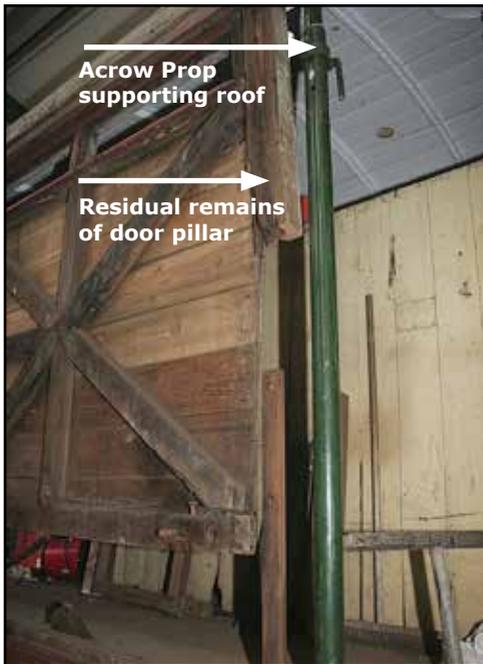
# Restoration progress

*By Marcus Woodcock*

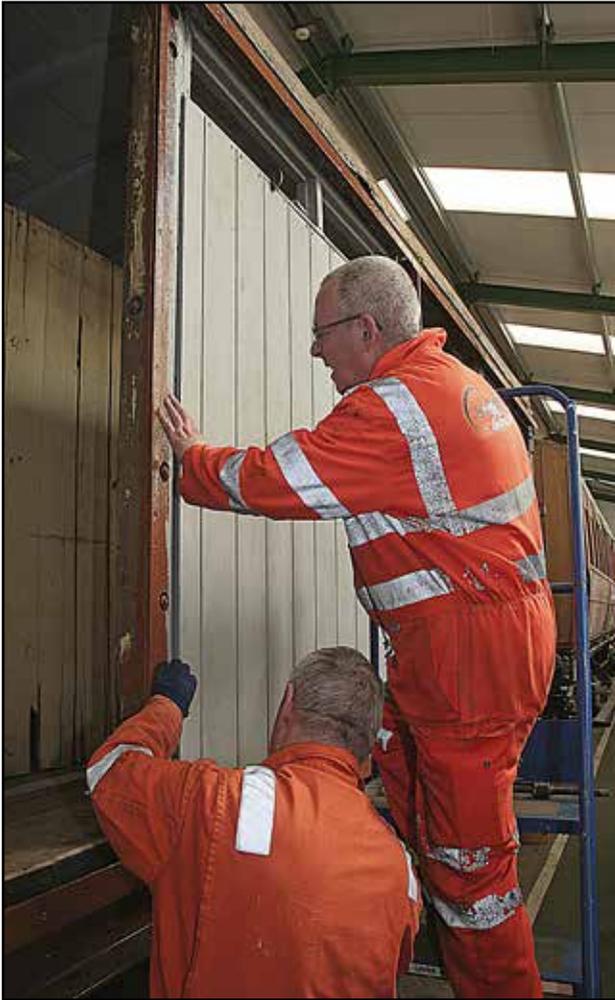
*Photos: Murray Brown*

Right: Whilst ECJS No. 189 is still a long way from completion, an indication of the outstanding effort being put into the interior can be gleaned in this picture showing the inlay on the end partition of the pantry. Full credit goes to Neil Cawthorne whose expertise in wood finishing extends beyond that of ECJS No. 189, but also the marquetry on Pullman Car 79.

Below: The west (car park) side of CCT No. 1306 has been found to be the worst condition, as epitomised by these 'before and after' pictures. One of the door pillars had all but disintegrated, leaving just a stump hanging from the cantrail. To the rescue has come Marcus Woodcock who has fabricated a new pillar made up of three sections of wood, all glued and screwed. Even an Acrow prop was initially needed to support the roof pending the fitting of the new pillar.



The LNERCA has received outstanding support from the NYMR Wagon Group in helping to renovate the CCT, particularly so because in effect the Wagon Group has lost its space in the Atkins shed whilst the CCT is made fit to be moved outside. Top marks and thanks are thus due to all these gentlemen and to their 'boss', Ian Broadhead.



### **ECJS RT No. 189**

The 'Top Hat' fixings holding the body to the underframe having been allowed to settle for a few months have now had shims fitted to compensate for the variation in thickness of the teak bottom rails, and the securing screws have been Loctited in position.

Roy Lingham has nearly completed the west side lining, and Chris Johnson is progressing the lettering.

Mark Stovold has taken on the task of refitting the inside opening toplights in the clerestory, this involves carefully refitting the hinges adjusting the positions to get the best fit.

### **Covered Carriage Truck No. 1308**

Three sections of boarding are now complete, the fourth section has had a new door pillar spliced in ready for boarding. The arch rails above the end doors have had the joints screwed and glued back in position, the roof can now have its polyester mat bonded into position with Durashield, a new roof system we are trialling.

### **Tourist Third Open No. 23956**

Sheeted over and in store waiting for a place in the main C&W shed.

### **Brake Third Open No. 43567**

This coach has deputised for Pullman Car 79 in the dining set for two years and desperately needed varnish which has peeled off, allowing the teak panels to turn black due to the water ingress. The roof has also developed water leaks, the roof coating has become porous allowing the canvas to rot and lift. Water has seeped through the beads on the outer panels allowing the glue blocks holding the panels onto the body pillars to rot releasing the teak panels. Probably unconnected to all this the interior ply panels have suffered damage from condensation and leakage from the window gutters and need replacing.

NYMR staff and LNERCA volunteers are now jointly overhauling this coach. The roof is in the process of having its covering removed which has revealed some rotten boards, The body is to be completely stripped of remaining varnish and the water damaged panels treated with Oxalic acid to try and remove the water staining. Window beads and split panel beads are to be replaced. Inside the west side tables, seats, and steam heat pipes are removed and the lower ply panels removed. The rotten glue blocks have been chopped out and the backs of the panels cleaned ready for new glue blocks to be fitted when the teak panels have dried out.

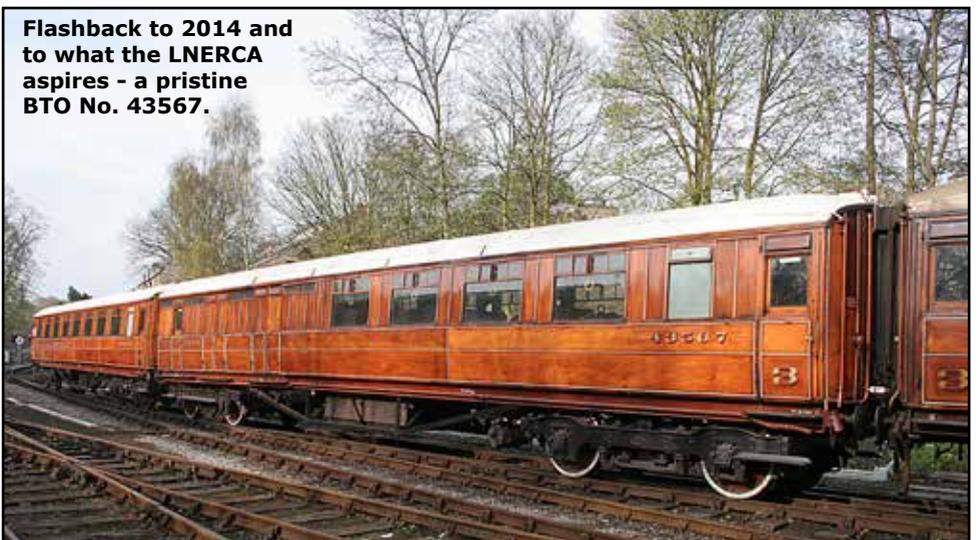
The NYMR need this coach back in service for the Gold timetable but with the available manpower this will be a close call. These problems highlight the need for a carriage shed and how much time and money that will be saved by undercover storage.



**Doreen Williams, one of the Sunday 'regulars', is one of the unsung heroines - in fact one of several, though we do have some unsung heroes as well. Doreen has stripped and sanded countless square metres of beading and trim over many years which is so vital when it comes to carriage restoration. Without her input, No. 189's completion would be further distant. Much of Thompson TK No. 1623's interior renovation can be credited to this hard-working lady.**



**The soul-destroying mammoth job of stripping BTO No. 43567 back to bare wood - there was no alternative in view of varnish condition - has begun. Water ingress damage has occurred necessitating removal of much of the interior. Attempts are being made to remove water staining on the teak panels (seen above). The total stripping and renovation, including revarnishing, is expected to take three months.**



**Flashback to 2014 and to what the LNERCA aspires - a pristine BTO No. 43567.**

# Secretarial Report

By Dave Cullingworth



## Summary of Committee Meeting – Sun April 7th

6 Trustees, 2 Committee members and 1 member were present.

- Following revised quotation, it was agreed to progress installation of security system in the teak set and launch an appeal in a future Newsletter for donations towards cost.
- Marcus presented a condition report for Nos. 43567 and 23956 which are currently withdrawn for major works and No. 56856 which also has some issues caused by water ingress.
- Due to extra workload in contributing to the teak set repairs, it would be announced that No. 189 completion would be delayed by approx. 12 months.
- Archivist role – a candidate had been identified and will be announced at the AGM.
- Stock Keeper - Someone is required to manage the spares collection. Needs full audit and cataloguing. Been no focus on this since death of John Curtis in 2009.
- Asset register – LNERCA owned carriages will be valued and added as assets.
- CIO application not been processed yet – Charity Commission still has massive backlog of applications going back to Nov 2018.
- Appeal to go in Newsletter for someone who can take on fabrication and finishing of metal components.

## Vetted for access to the Atkins shed

It's not often the mundane world of carriages is visited by a television personality, so when Peter Wright walked in on Saturday April 6 after a trip on the railway, it was a pleasant surprise. Peter, for those who do not know the name, is the senior partner in 'The Yorkshire Vet' popular series, based on the Skeldale veterinary practice in Thirsk, just down the A170 from Pickering. He showed much interest in the history of ECJS No. 189 and was impressed with the workmanship going into it.

Peter signalled his wish to return with his entire family and have a ride in the LNER carriages once they are assembled later this year when the Gold timetable is in operation.



## Membership Matters

The association operates a Gift Aid Scheme whereby we can obtain tax already paid on subscriptions. This provides a valuable additional income for us and we would encourage anyone who is able (ie pays enough tax) to consider this. To this end I am hoping to include with renewals where we don't already have a valid Gift Aid form, one to be filled in and returned if appropriate for those members who wish to take advantage. You may of course return it blank if you prefer.



### Why should we sign a Gift Aid Declaration and how does it benefit the LNERCA?

Gift Aid allows UK charities to claim back the basic rate tax already paid on donations by the donor.

If you are a UK taxpayer and you have filled in and signed a Gift Aid Declaration, when you give a gift of money to a charity, tax has already been paid on that money. Because the LNERCA is exempt from tax, we can claim this money back from HM Revenue & Customs (HMRC).

## Help required machining and assembling parts for No. 189

One of the areas in No. 189 where original fittings were missing was on the sliding 'uplights' in the main saloon. These had a brass latch mechanism as well as a knob to push or pull the window up or down.

Thanks to the kind loan of an original latch from Mike Smith, owner of ECJS Sleeping Car No. 236, we were able to get the components cast. Many thanks to James Conway who produced CAD drawings of the originals and production of 3D printed patterns.

The lifting knob original was sourced by an interesting means. After much searching of the internet I found this original item made in bronze from a site in the USA. It looked the right shape so I took a punt and purchased and imported it.

When we tried it on one of the uprights it is almost a perfect match to the outline of an original marked in the wood. No idea where it came from, but it was an amazing find.



All the castings are now in our possession and require quite a bit of work on them to finish them off.

- Filing • Drilling • Polishing
- Obtain some suitable brass machine screws.
- Acquire and machine brass bar to use as bolt.
- Acquire a suitable compression spring.

We are looking for someone to take on these as a little engineering project, materials and any expenses will be paid. Is there anyone willing to take this on? Please contact Dave Cullingworth on 07860 734581. Many Thanks.

This means we can claim back from the HMRC on your behalf 25p for every £1 donated, boosting the value of your donation by a quarter at absolutely no cost to you. Should you later cease to pay any or insufficient income tax, just let us know so we can then stop claiming the tax back on your donations.

The LNERCA stands to lose out on £1,828 of money that potentially could have been claimed from HMRC for donations in 2018 because the donors have not completed a Gift Aid Declaration.

**It is my pleasure to sincerely thank all these members who have kindly made donations since the last issue - on behalf of my fellow committee members, these are much appreciated:**

WJ Berridge, Grantham; ECR Sykes, Whitby; J Preston, Leeds; JG Gurnett, Dunstable; W&T Taylor, York; M Russell, Barrow-Upon-Humber; PD Gregory, London; D&J Hodgkinson, Derby; DW Hall, Newcastle-Upon-Tyne; JF Barry, Letchworth Garden City; AN&J Barton, Burton On Trent; ODW Smith, Salisbury; N Carter, Guisborough; C Allen, St Albans; BM Orange, Leeds; Mr & Mrs DJ Roethenbaugh, Pickering; PJ Howell, Edinburgh; JKW Pearse, Bradford-On-Avon; H Robertson, London; R Towers, Harrogate.

**Peter Wilson, Membership Secretary.**

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<b>LNTERCA VEHICLES</b>	<b>LNTERCA Rolling Stock Fleet</b>	<b>STATUS</b>
NER LC 1111	York, 1890	Stored Stainmore Rly
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	Under repair
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
CCT 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 Stainmore Rly
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	Undergoing revarnishing
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 Stainmore Rly
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	Awaiting repair