

40th  
ANNIVERSARY  
YEAR



COACH  
ASSOCIATION



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

**Newsletter No. 118**

**August 2019**



**STOP PRESS FOUR CARRIAGES TO BE MOVED OFF THE NYMR TO STORE WHILE THE CARRIAGE SHED IS BUILT.**

**Also. . .**

**Thompson CL 88339 moves to Spennymoor for assessment**

**- See pages 2-3**

**The life and times of End Vestibule Owners' Group TK 3857**

**- See pages 4-8**



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## View from the Chairman

Much has been happening since the last Newsletter. On the NYMR, preparatory paperwork for the new carriage shed is well under way, to ensure that it is finished by May 2021. One consequence is that it is necessary to clear the Long Siding at Pickering for the ground works to commence, which means some of our vehicles need to move away from the NYMR temporarily. I am pleased to report that four of our vehicles (NER TO No. 945, LNER

TTO No. 24109, LNER TK No. 23896 and LNER Thompson CK No. E18477E) will be moving to Spennymoor, Co. Durham, where they will be stored under cover for the first time since being rescued for preservation. The costs of their move there, and in due course back to the railway, are being funded by the Railway.

Since all four of these coaches are in a semi-restored condition, it gives us the great opportunity to recommence work on them, if funding for such work could be found. Already up there is Thompson CL No. 88339, waiting a detailed inspection to assess the necessary door repair work. Are there any of our members willing to

consider a major act of sponsorship? Getting another of these wonderful carriages working again would be appreciated by so many of the travelling public. If anyone wishes to visit the site at Spennymoor, which is private, please do contact me to make arrangements.

Meanwhile, back at Pickering, great progress has been made on the Covered Carriage Truck (CCT). It has now moved outside the Atkins shed for attention to its ends. At the end of the NYMR's running season, it will be moved to the Beck Siding in Pickering station, where it will be visible to everyone and be a great advertisement for the Association's restoration work.

With many of the volunteer team being diverted to work on Gresley Brake Third Open (BTO) No. 43567, to help get it back into traffic asap, progress on ECJS Restaurant Third No. 189 has inevitably slowed. Nevertheless, work continues, with materials now to hand to deal with its roof.

Following on the article in the last newsletter about Gresley Restaurant First No. 42969, which is on loan to the NYMR's Carriage and Wagon department for use as an upholstery coach, it is good to report that an initiative has been started by the NYMR to re-clad it and re-paint it, so that it looks more presentable. It has now moved to Pickering yard, where this work

**FRONT COVER: J72 No. 69023 Joem heads up to Goathland with the 10.30 Ex Grosmont - passing Green End on February 17, 2012. CL 88339 is behind the loco followed by TTO 23956 and GN Saloon 43087. Photo: By kind permission Philip Benham.**

**RIGHT: The first of the four carriages to arrive for store at Spennymoor is TK No. 23896, pictured on arrival on Tuesday July 23. Photo: Chris Mackenzie.**

will be done, and at the suggestion of the LNERCA committee, it is to be re-painted in departmental Oxford blue, which will be a first in preservation. When the work is finished, it too, like our CCT, will move to the Beck Siding at the north end of Pickering station.

Just recently the Association has been donated Gresley Tourist Third Open No. 24109 by its previous owner Colin Sykes. We are most grateful to Colin for this generous donation. This 64-seat TTO is a vehicle which the NYMR would dearly like to see back in traffic, as it would greatly increase the capacity of the teak train. As it is one of the vehicles going to Spennymoor temporarily, perhaps this may be a turning point in its fortunes.

Finally, just to remind you about our annual special train, on Saturday October 5, which we will be sharing with the B1 Society, whose loco will be hauling our train. A ticket application form should be enclosed with this Newsletter, or attached to the same e-mail as your Newsletter. As space is likely to be limited this year, and we want to avoid the need to add Mk.1s, please send off your application for tickets as soon as you can. Meanwhile thank you once again for your support which is truly appreciated. Without your help, either by volunteering or by donating, we wouldn't be able to enjoy our marvellous teak train.

**Nick Stringer July 2019**





## The life and times of Corridor Third No. 3857 - or is it, because a mystery surrounds its number.

We have a mystery on our hands for this carriage dating from 1936 may, or may not be, No. 3857, so we start by asking 'will the real 3857 please identify yourself?'

With its seven compartments, (Diagram 155) seating 42, this Doncaster Works-built example plied its trade for a remarkable 26 years. As is so often the case with rolling stock, where it worked during its LNER and BR existences are unknown, only its Departmental life being far more noteworthy and therefore recorded.

By the time of its withdrawal in 1962, this carriage was carrying its 1946 scheme number of E12961E – with added prefix and suffix. A further life beckoned as it was selected for Departmental use with the Civil Engineer's department and duly received the number DE 320946.

What makes this interesting is that the conversion took place whilst it was a North Eastern Region carriage, this Region being the shortest lived (1959-1967) after which the North Eastern Region was merged with the Eastern Region to form one large Eastern Region.

### Weedkilling duties

DE 320946 was soon at work providing messing facilities and accommodation with the NER weedkilling train. Its designation was Staff & Dormitory Coach.

Ostensibly based at York where the weedkilling tanks would be filled, DE 320946 travelled widely over the NER. It would be joined by a sister Gresley Brake Second, is pictured at South Gosforth in 1964 in the NER weedkilling train, hauled by a Sulzer Type 2 (later Class 25). Photo: Michael Johnson.

**Top right: Converted in 1962 for Departmental use, DE 320946, in the company of an unidentified Gresley Brake Second, is pictured at South Gosforth in 1964 in the NER weedkilling train, hauled by a Sulzer Type 2 (later Class 25). Photo: Michael Johnson.**

**Right: LMS 'Black Five' No. 5428 Eric Treacy brings the weedkilling train into Pickering in 1975. On the right is one of the Goucester DMU sets. DE 320946 is behind the tender. Behind that is spray coach DE 320995. Both carriages have escaped the breaker's yard, DE 320946 awaiting restoration, whilst DE 320995 has been rebuilt and is the Bar Car for the Colne Valley Railway's Pullman/Conference train. Photo: John Hunt.**





This brings us to a nice part of the story because DE 320946 visited the North Yorkshire Moors Railway more than once, the NYMR Civil Engineer hiring the Weedkilling Train when it was in the vicinity treating the Esk Valley branch. Thus DE 320946 is the only example where a BR-owned carriage is known to have worked over the NYMR before entering preservation, although we are almost sure, but have no definitive proof, that the LNERCA's unique Fish Van E75169 also worked over what is now the NYMR prior to the BR line closing under the Beeching regime.

### **A change of duty and owner**

The next chapter in this carriage's timeline is that it was replaced by a BR Mk.1 carriage and, most unusually was moved to the Eastern Counties for further use. This was surprising because condemned Gresley carriages were plentiful but, obviously, a need was found. Peterborough was to be its new base and there it stayed for the best part of two decades, making forays with engineer's trains all over Cambridgeshire and the Fens. Peterborough itself, was in Northamptonshire until boundary changes in 1972 moved it into Cambridgeshire.

Privatisation of the railways saw thousands of rolling stock vehicles dispersed amongst numerous private companies and DE 320946 became part of the Jarvis business – an infrastructure maintainer. And it was from Jarvis that the LNERCA bought DE 320946 in 2000. The carriage was funded by a consortium of LNERCA members – known as the End Vestibule Owners' Group (EVOG).

There was no official withdrawal date for this former TK as on April 1, 1994 all stock was dispersed from BR ownership and the myriad of companies all had their



**Pictured residing under Westwood Bridge, just north of Peterborough station in the West yard, DE 320946 waits for further duties in April 1994. This was before this carriage received a repaint, following further modification in Crescent Wagon Shops. Note the gangway end on the south end is still in situ - not so on the north end. Why carriages converted for Departmental use underwent this modification is not known, but the majority of Gresley carriages which had an extended life with the Civil Engineer's or Mechanical & Electrical Engineer's departments invariably had their gangways removed. Photo: By kind permission of Peter Cummins & Departmentals.com**



**DE 320946 waits for salvation at Peterborough in 1999. It had been out of use for over a year before the LNERCA bought it from Jarvis. Photo: Murray Brown.**

own way of dealing with condemned stock, the one common denominator being that stock had to be written out of the records by the then Rolling Stock Library, Derby.

### **Altered and repainted**

During its latter working life in the 1990s, DE 320946 had entered the Crescent Wagon Shops, Peterborough (a grade II\* listed building) on the west side of Peterborough station where further modifications were undertaken to its internal layout and it emerged with a repaint - a most unusual occurrence for a Departmental vehicle. It was the Manager of the Crescent Shops who, being a preservationist in his own right, most kindly helped the LNERCA in moving the carriage from the east side of the main line just north of Peterborough station into the Crescent Shops yard where it could be roaded away.

By this time, in 2000, there was already opposition to more 'wrecks' coming to the NYMR and so the LNERCA looked elsewhere for a home. Kirkby Stephen on the embryonic Stainmore Railway was agreed by both parties and it is at this delightful North Eastern Railway outpost, situated on the former Barnard Castle-Penrith route, that DE 320946 resides under a green tarpaulin.

### **Paging Hercule Poirot**

Whenever the LNER takes delivery of a vehicle, it is common practice to call said vehicle by its original number. The records (BR's microfiche at Derby) rightly showed it being converted to a Departmental carriage from its 1946 number of E12961E. The authoritative Departmental Coaching Stock book records its original, as built, number being 3849.

However, when we started to take off various parts during an inspection for impending restoration work, several items were stamped 3857 on their rear. We then started to dig deeper. The 'bible' of LNER carriage information is 'Gresley's Coaches' by Michael Harris. Consultation of the Appendix 3 in this well-thumbed book gives all the carriages which were renumbered in 1946 - always taken to be an accurate listing, but clearly this was not so in some cases. It is suspected that errors were made in typesetting and a full cross referencing never took place at proof reading stage.

The 1936 Diagram 155 Thirds originally numbered 3xxx are a classic example if you examine them. It gives 25 3xxx original numbers, 27 1946 numbers and

says 28 were built! Small wonder that things 'didn't add up' and explains why we found numerous parts with 3857 stamped thereon – and not 3849.

All subsequent reference books now show 3857 as the original number of this Corridor Third which is what it will carry when restored. Although a significant amount of frame repairs was undertaken shortly after it arrived at Kirby Stephen, this work has not proceeded, not helped by the distance involved from where restorers live and other priorities jumping the queue. With the growth of the Stainmore Railway the door may well open for this carriage to be restored and run where it resides, particularly as other LNERCA-affiliated vehicles are now domiciled at this Cumbrian railway resort.

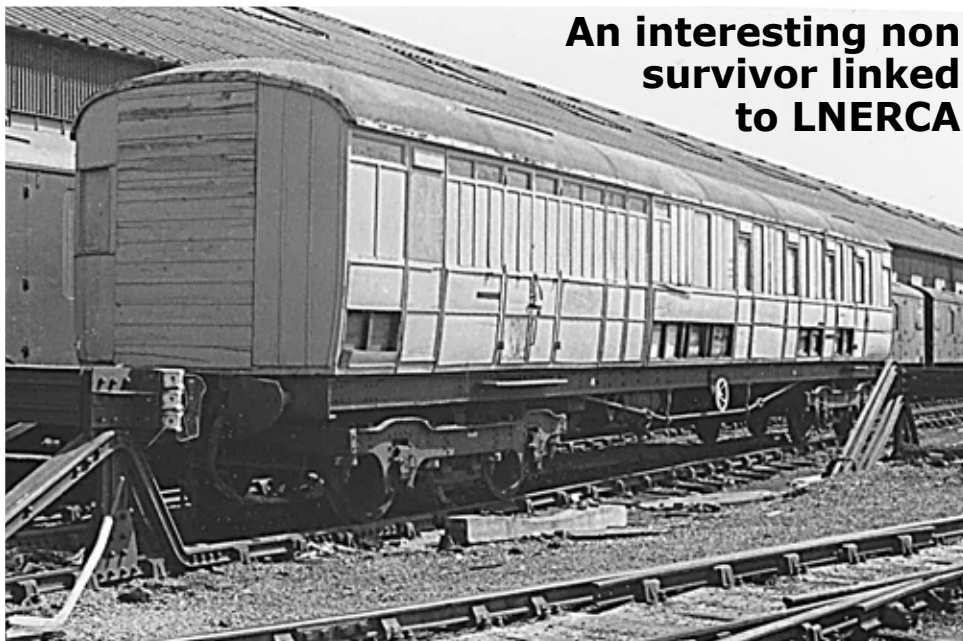
**A rare sight - TK No. 3857 uncovered. During most of its nearly two decades at Kirkby Stephen, this TK has hidden under tarpaulins, come the day a concerted restoration can begin. This picture is dated January 1, 2016. Photo: Roger Harris, Departmentals.com**



**No wonder there was confusion regarding this carriage's correct, original number! This is the extract from 'the bible'. On the left is the block of numbers which were the carriages from this Diagram 155 built in 1936. On the right are, supposedly, the same carriages when renumbered into the 1946 renumbering scheme. Except there is one small problem - the 1946 batch totals 27, whilst the original number batch totals 25. (They should, of course, be the same totals). To add further confusion, you can see York built 24 and Metropolitan Cammel 4, totalling 28. So even this figure is wrong. We have now proved that 12961 was, in fact, 3857.**

YK M-C	3280/1/3330/99 3402/3/5/23/8/30 3455/3613/36/48 3740/99/3800/7-10 3822/6/34/49/53/7	12937/8/13790 12940-52/-/4-61	YK built 24, M-C 4
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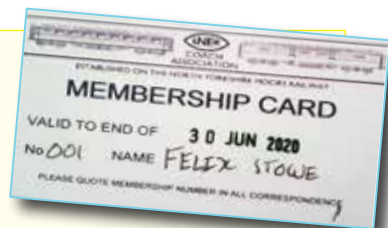
## An interesting non survivor linked to LNERCA



This is KDE 320661 pictured at Bounds Green, north London prior to disposal - but how is it linked to the LNERCA? Clue? - diagram 34. Another clue? Original number 10177. In 1924, only two of this Diagram, (Brake Composite) were built for the Flying Scotsman sets. We have No. 10178 - this is the other. The 'K' in the departmental number denotes owned by the S&T Dept. Withdrawn on April 30, 1980 and broken up on site at King's Cross yard. *Photo: Courtesy, John Hasler.*

## Membership Matters

First of all, a polite reminder to those who wish to contact me - I changed address last year and my former Bacup address is no longer valid! Please write to my Knaresborough address if you wish to contact - please see address list on page 20. Thank you.



On behalf of my fellow committee members, may I say many thanks to all these people who have kindly contributed towards the LNERCA coffers. When you consider a 5-litre tin of paint costs in excess of £50, then we really do appreciate your help. These are donations through the membership account from 1/4/19 to 30/7/19, some more than once. You are most generous.

P Adams, St Neots; C MacLennan, Haywards Heath; G Wells, Redcar, D Percival, Knebworth, MG Thompson, Stockton-on-Tees, RA Hill, Bewdley; B Jones, Sleaford; M Stovold, Pickering; PL Brunson, Brough; J Mottram, Welwyn; R Barrett/B Hudson, Guisborough; PM Johnson, Whitley Bay; KE Foster, Scarborough; RS Purcell, Sale; M Coleman, Crediton; A&G Anderson, Peterborough; G Pettitt, Woking; J Banham, Sheffield; JS Dawson, Leeds; P Dealtry, Leeds; JT Taylor, Sutton-in-Ashfield; AC Daniel, York; W Berridge, Grantham and W Monks, Belper.

**Peter Wilson, Membership Secretary.**



# Opportunity knock

A superb opportunity arises for the following four carriages as they go under cover at Spennymoor to allow preparatory works for the carriage 'stable'. Covered accommodation will allow additional restoration work to proceed which would not be feasible on these carriages where they are stabled under tarpaulins on the NYMR. So, if any of these historical carriages have a special appeal to you and you feel you would like to see their restoration proceed, please consider making a donation to that end. Have you a favourite carriage which would benefit from a sizeable donation? If this appeals to you, do please contact Nick Stringer - contact details on page 20.

## **NER Third Open 945Y**

Well on the way to completion, this unique, beautiful carriage is owned by the NER Coach Group whose members have decreased over decades. It is an associated carriage to the LNERCA which is providing overhauled bogies for it and also fitting a new roof canvas. 945Y is scheduled to follow on when ECJS 189 is finished, thus offering two magnificent dining carriages. 945Y was built to a North Eastern Railway design but emerged in the LNER era in 1924. The carriage was withdrawn from passenger service in 1958, later becoming a departmental vehicle for work study use. It came to the NYMR in July 1973 and spent time at Goathland acting as a volunteers' kitchen and lounge. Later it moved to Levensham and has spent decades under restoration.



## **TTO 24109**

Recently joining the LNERCA's fleet is this former Control Train carriage. It became the first LNER carriage to form what was to become the LNER set when it was bought by member Colin Sykes in 1980 – he managed to buy it from CF Booth scrap processor at Rotherham to whom it had been sold. The freight train (Whitby pick-up) delivering it to the NYMR on June 25, 1980 derailed on the Esk Valley line and 24109 sat at Castleton for several days until the line was made fit for it to continue to Grosmont.



Colin undertook a large amount of quality restoration on the body but change of occupation, incapacity of his good lady, and change of home has stopped work proceeding in recent years. In effect, the inside requires completion, there are frame repairs to finish and, after all this time stored, a new roof canvas.



# s at Spennymoor?



## **TK 23896**

This is another Gresley which has seen an enormous amount of restoration work undertaken, in this case when it was stored at West Coast Railways' base at Carnforth. Essentially, the bodywork is completed externally – the internals require completion. In this respect, a set

of compartment seats has already been procured. The corridor screen will need completing. The carriage dates from 1935 and came to the NYMR from Carnforth (when the storage rates became excessive) in April 2010. Although it is a compartment carriage, it officially seats 64. It was also withdrawn from passenger service in 1961 to become one of the Eastern Region Mobile Control carriages, based at Doncaster Carr. Withdrawn in 1979, it was bought by RESCO and stored until 1984 whereupon it moved to Carnforth. It was at this location that members of the LNERCA secured its ownership and began restoration work.

## **CK 18477**

Like so many surviving Thompson designed carriages, York-built E18477E Composite Corridor is unique. It came to the NYMR when the Railway was in its infancy – in June 1969. It was built in 1950 and withdrawn at York in 1968. Complete and in full working order, 18477 was used on members' specials



(with Thompson CL 88339 and H&BR Brake Third 40) which ran as far as Summit, just south of Goathland. It was owned by the York Area Group who undertook various maintenance duties but when this group devoted itself to p.way duties, 18477 began to deteriorate and was sidelined. Three decades later and now in the ownership of the LNERCA, the entire corridor side framing was replaced in Spring 2017, thanks to a grant. The other side (which is in superior condition) awaits similar treatment. Spennymoor offers the opportunity of effecting this work, funding permitting. Its unique status offers the possibility of further grants.

# Secretarial Report

*By Dave Cullingworth*

## **Annual General Meeting – Saturday May 11**

21 members were present at the 32nd AGM of the LNERCA.

(I personally cannot believe it is 31 years since we held the first

AGM at York Railway Institute back in 1988. Where have those years have gone?)

Summary Points from the meeting:

- The Charity Commission required a slight amendment to our Association's Objectives which had been ratified by the Trustees and the creation of the new Charitable Incorporated Organisation was imminent.
- 2 Trustees were at the end of their 3-year terms: Nick Stringer (Chairman) and John Hasler. Both willing to stand for another 3-year term and were re-elected.
- Neil Cawthorne, a recently co-opted Committee member, was duly elected as a Trustee to serve for 3 years. Neil is one of the mid-week regulars and a real craftsman on internal finishes such as varnishing and laminates. He has been doing a fabulous job on 189 interior.
- Neil also is part of the Finance sub-committee (with Adrian Laming and Nick Stringer). This has been setup to investigate VAT registration and NYMR contracts.
- Dave Jobling was duly elected as Archivist, a role vacant since the sad death of John Sutcliffe before Christmas. Dave is an avid railway modeller of all things LNER and knows his way around the NRM archives so is a valuable addition to the team. The Archivist role is now a Committee position and not a Charity Trustee.
- It was a stated objective to double the membership from the current 205 members.
- The meeting had to terminate early due to room double booking. Members reconvened in 189 and a question and answer session took place with members of the restoration team.
- New DVD – planned to produce a new DVD in the format of the earlier John Curtis/John Reddish one showing restoration work and carriages in action.

## **Summary of Committee Meeting – Sunday June 16**

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

The CIO application had been approved by the Charity Commission and a new charity number issued: 1183387

- The Finance Sub-Committee reported that VAT would be chargeable on membership rates - an increase would be deferred as rates had only just gone up
- Future contracts with the NYMR will require the new CIO to become an intending trader. Contracts to be negotiated by the sub-committee. Only carriages owned by the LNERCA can enter a new maintenance agreement.
- Mark Stovold had been elected onto the committee as Store Keeper and had produced a report on the current catalogue systems and what spares remained.
- Fish Van – agreed that this would be restored as static stores vehicle for now but on the understanding that could be easily made a runner in the future.
- The NYMR need to remove 5 carriages from the railway for the period of the carriage stable building work. It was agreed that LNERCA vehicles would be selected and be ones that had been partially restored. They would go under cover at Spennymoor for a period of 2 years and there was scope for work to take place on them (subject to finance). The NYMR would fund movement to and from the railway. Agreement has been signed so that they will accept the carriages back once the carriage stable is complete.
- The Gresley RF 42969, now acting as NYMR upholstery store, is destined for the beck siding alongside the station. NYMR want to sort out external panelling and repaint. Agreed that LNERCA would fund the paint. Discussion on livery and decision



to paint in LNER departmental Oxford blue to align to the historical LNER 1930s' theme of Pickering station.

- Buffet Car 641 – approved that we would like to reinstate the Stills boiler and pay for work and cost of annual gas inspections. Working committee set up.

### ***ECJS Monogram***

Our unique and very special Dining Car, No. 189 was built in 1894 which is significant in terms of livery. From 1895 new ECJS carriages were turned out (usually!) with 3 crests. A central ECJS crest and towards each end, 'English' and 'Scottish' crests. Prior to 1895 in place of the large English and Scottish crests was an ornate, and some might say quite illegible monogram.

From photographs we know that the later crests were not applied to earlier carriages. Although the NYMR has a collection of ECJS transfers in the archive (all 3 of the crests), that were donated from an ex York Carriage works painter back in the 1980s, there is no monogram.

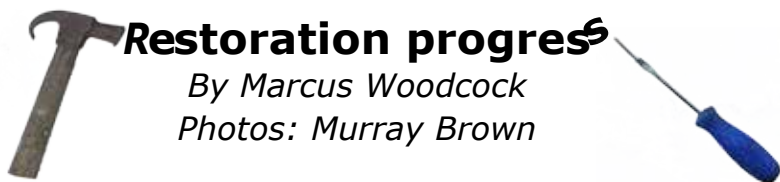
We were aware that a mounted example existed at the Railway Museum in York. One of the LNERCA working members, Chris Binks who also works at the Museum was approached. Thanks to his kind assistance, he was able to facilitate the mounted example in being photographed. Many thanks to Chris and Scott Wigglesworth for doing this and sending me the digital photos.

Getting four of these painted by hand would be a monumental undertaking so the only option was to get transfers made. Enter Mike Trice, long time LNERCA member and a major helper in getting transfers made in the past. Mike had a digital image in the correct scale of the monogram but it was from a badly damaged and tarnished transfer. To manufacture transfers, a photograph is no good. Each colour has to be digitally separated out and created into a vector format. Mike has the software to do this and has taken on this work as a 'labour of love'. Doing this for us will save thousands of pounds in design work by the transfer manufacturer. In light of the decision not to line external beading in gold leaf but use gold paint instead, the gold leaf that would have been added to the transfer after application will be substituted with gold colour!

**Amid this intricate monogram are the initials ECJS. The painstaking work to re-create a transfer by separating all the colours is credited to Mike Trice.**







# Restoration progress

*By Marcus Woodcock*

*Photos: Murray Brown*

## Covered Carriage Truck No. 1308

The second side of the CCT is now completely re-boarded, painted and new doors fitted. The polyester roof covering we are experimenting with is fitted though it initially had a very textured finish which would have allowed the soot and moss to accumulate faster, so a total of five coats of Durashield rather than the three expected were applied. It now looks very good and does seem to have some advantages over the last system so fingers crossed to see how long it lasts!

The first set of end doors are removed and the sorry remains are having plenty of new timber spliced in before new boarding is fitted, the rotten south headstock has a new bottomsides timber fitted, we are hoping that the north end can be repaired. The new stepboards are in-situ completing the work on the van sides.

Mike Faulkner has taken on the task of applying the extensive script that adorns the van sides, which informs us that the van was not to work over the Mersey Dock Estates. Unfortunately due to the poor condition of the timber frame and supporting angle iron neither will it be working on the Whitby – Pickering branch!

**Below Left: Latest work on the CCT has seen paint being stripped from the headstocks prior to complete repainting. On this duty are seen Nick Smith, Doreen Williams and Stuart Hiscock.**

**Below Right: The CCT will not be complete without new stepboards - most of the originals were rotten - hardly surprising as they were 69 years old. Mick Watson paints the first coat of Aluminium primer of the newly cut and shaped stepboards.**





After months of work, the CCT 1308 is looking good. Having vacated the Atkins shed, the end doors, headstocks and stepboards are all receiving attention. Nick Smith paints the north-east axlebox and horn guides.

### Gresley Brake Third Open No. 43567

This coach has now absorbed many hours of C&W and LNERCA time, the roof is now completely stripped of the old roof covering a back breaking task carried out by the C&W staff, even though the covering had failed large areas still adhered to the roof boards which needed heat from a blowtorch to soften the adhesive before it was scraped off with a hoe. Inspection of the exposed timber roof has revealed that the roof is in poor condition and that it requires major repairs, it has been agreed that due to the need for this coach to be back in service temporary repairs will be done to keep it running for another

### CAPTION COMPETITION

Mike Faulkner is applying the lettering to the CCT. We couldn't resist the chance of asking readers for suggestions to where the CCT must not work. The correct answer is 'Mersey Docks Estates' - odd there is just one location in the entire network. The best will be published in our next Newsletter. 'LLCK' is the LNER classification for Long Wheelbase Covered Carriage Truck.



ten years when it will be withdrawn for a major overhaul.

The roof area where the PC gear is sited has had new boarding fitted to replace rotted boards by Mike Illingworth and our new contractor Jim Chittock has replaced a strip of rotten timber in the cantrail under the cornice on the east side. Small areas of damaged boarding have been filled and the roof is ready for its new polyester covering to be applied.

The teak panels on the east side are now bonded back into position with glue blocks held with Sabatack adhesive which we have trialled on ECJS 189 and now 43567, only time will tell whether this product is up to the job, twenty years ago when the panels were last fitted with polyurethane foaming wood glue, we thought it was a superb product compared to the previous wood glues but unfortunately time has proved us wrong, as usual nothing really sticks to teak!

The failed panel beading has been replaced and the badly stained window beads are also to be replaced and bedded with new sealant. The body is now completely sanded down and treated with Oxalic acid to remove the water staining and looks a lot better. Inside the van ceiling has been rubbed down ready for a repaint and new battens fitted to hold the tables.

### **East Coast Joint Stock Restaurant Third No. 189**

Due to the pressure of work on other projects work on 189 has slowed considerably, Neil Cawthorne has continued varnishing the interior components to a high standard and has given the east side its initial varnish coats. Mark Stovold had started the task of fitting the clerestory top lights back into their frames, this involves filling the old hinge positions with timber and then re-cutting them in new positions, unfortunately his back has given out resulting in a request for light duties- he has now been appointed as stores controller sporting a clipboard. Jim Chittock took up the baton and has completed fitting all the windows these now await the new latches which are in the

design stage. Mike Illingworth has repaired the splits and holes in the body end panels and fitted new beading. Alan Anderson has designed the latches for the clerestory fanlights and paid to have CAD drawings made. Next step is to find a manufacturer to get a prototype made.



**We are fortunate to have the services of Jim Chittock. One-time carriage builder at York Works, Jim can handle anything which comes under the heading of joinery - and he has an even more important qualification - a sense of humour - mandatory in this pastime. Here Jim sands a new cleat inserted into the cantrail of No. 43567. Hundreds of man-hours have gone into putting this BTO back into presentable order and remedying the serious defects caused by water ingress.**





**Above: Beware - craftsman. Chris Johnson undertakes the painstaking work of signwriting the lettering on ECJS No. 189. Starting with red, all letters are methodically completed, followed by white, black and gold.**

**Below: This widened view illustrates not only the talent of Chris, but the quality magnificence of how the carriage will look when completed. The lettering is applied after three coats of varnish, with another seven to follow.**





# Buffet No. 641's repairs near completion at Wirksworth

It's taken months to repair all the vandal damage at Pickering in 2017, and complete the overdue maintenance, but Buffet No. 641 is now nearing the stage when it can go back to Pickering from Wirksworth for varnishing and lettering. All photographs by Lee Sharpe.

So much done and so much you cannot see! All the internal panelling has come off, new vinyl, new chair coverings, ceiling down to repair roof boards, new roof 'canvas' and treated with water-repellent paint.

ALL RESTORATION WORK  
BY LEE AND MANDY SHARPE



And there's more! Body rolled off underframe to allow rack plates to be cut off, new ones cut and welded in and painted, bogies dismantled, wheelsets sent away for new tyres, re-assembled and refitted.

LETTERING & VARNISHING  
TO BE DONE AT PICKERING



# Who's who? - LNERCA Trustees

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<b>Gift Aid Officer</b>	Simon Cox.
<b>Treasurer</b>	Adrian Laming, Southernwood Cottage, Chapel Yard, Welburn, York YO60 7DZ Email: treasurer.lnerca@gmail.com Tel 07855 513526.
<b>Trustees</b>	Gordon Wells, Paul Johnson, John Hasler, Neil Cawthorne.
<b>Committee Members</b>	
<b>Restoration Advisor</b>	Andrew Daniel Email: andrew.c.daniel@googlemail.com Tel 07778 316900.
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<b>Stores Manager</b>	Mark Stovold, Email: mark_stovold2@btinternet.com

<b>LNERCA Rolling Stock Fleet</b>		
<b>LNERCA VEHICLES</b>	<b>BUILDER</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, Spennymoor
Gresley BTO 43567	York, 1935, to Diagram 191	Under repair
Gresley TTO 24109	BRC & W, 1936, to Diagram 186	In store, Spennymoor
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, Spennymoor
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	In service
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