



FOUNDED 1979

ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

Newsletter No. 120 February 2020



Talks in hand with NYMR which could see LNERCA responsible for body maintenance

- see pages 2-3

The extraordinary tale of TTO 23956, a coach sold for scrap and BR did not know it owned

- see pages 4-7

Previously 'unknown' carriage and Fish Van bodies come to light - chance to get spares

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View from the Chairman

Firstly, let me wish a Happy New Year to all Association members and readers of this Newsletter. 2020 has the exciting prospect of being the year in which we get the finances of the Association on a different but firmer footing. It will not be without its challenges!

The key objective is for us to take over responsibility for the maintenance of the working fleet, and for us to be paid the costs of doing that by taking a share of the NYMR's ticket income from the passengers who ride in our coaches.

“The key objective is for us to take over responsibility for the maintenance of the working fleet”.

Discussions with NYMR management towards achieving this objective have been positive and are now well advanced, and the aim is to have a signed Agreement in place before the start of the running season. Watch this space.

Meanwhile your Committee is very grateful to the splendid donations that continue to come in regularly from members. A good example of this is the match funding appeal towards the cost of restoration of TK 23896, which was announced in the last Newsletter. Since then I am delighted to report that some £3,000 has already been received from members, and I am confident that the target of £5,000 will be met before the next Newsletter. That will then give us a pot of £10,000 with which to kick start this worthwhile project.

We all share the same objective of getting these magnificent vehicles back into service, for us and future generations to enjoy. With your continued generosity this is becoming more and more achievable.

In addition to maintenance revenue from the NYMR, and donations from members, our third key source of income in the future will come from charges for vehicles hired out to other heritage railways. However, revenue from this source will not amount to much until such time as we have some finished vehicles to spare. Although we do have BTK 3669 at Kirkby Stephen, it is currently on free of charge loan in return for undercover storage accommodation. However, as we get the fleet is restored, we will be able to offer for hire those coaches not required on the NYMR to other railways.

In the past, the Association has relied heavily on grants from charitable trusts and the Heritage Lottery Fund, which has to some extent dictated which carriages to work on. That is one reason behind the number of half-finished projects we have. These funding sources are still there, and should not be overlooked in the future, but they are increasingly difficult to access.

Having improved our sources of revenue, the obvious question is how is it to be spent? The clear priority is the maintenance of the working fleet, and to that end we will need to pay for the services of two full-time equivalent staff members. Their cost will absorb all the maintenance revenue from the NYMR. After that, we can look towards using donation and hire charge monies towards our long-term restoration projects, starting with the completion of ECJS 189 and the overhaul of

FRONT COVER: It will be some time before the LNERCA can muster a six-coach set due to the unfortunate departure of Jim Kay's saloon 43087 and RF 43654 (Ryedale) to the Ecclesbourne Railway - but this will happen in the foreseeable future! LMS 'Black Five' 5428 *Eric Treacy* takes the LNER set past Green End on August 31, 2018 with the 16.30 Grosmont-Pickering service. *Photo: Gary Lyne*

CL 88339 at Spennymoor, followed by TK 23896.

Meanwhile also at Spennymoor work continues on NER 945, which is now waiting for its new roof covering. By the time this Newsletter is published its bogies should also be finished.

Elsewhere our profile at Pickering has been raised significantly with the move of Association vehicles CCT E1308E and upholstery store RF 42969 into the non rail-connected Beck siding, as previously planned. Both vehicles look superb in their contrasting ways, but the CCT is not quite finished – it still requires new sets of doors at its north end. These are being worked on and should be installed in late Spring. It's worth visiting Pickering just to see these two splendid advertisements for the Association.

Also at Pickering the re-varnishing of BTO 43567 has turned out to be anything but a simple fix. The coach has been in service on the NYMR for more than 15 years, during which time it received minimal maintenance. It was about to go in for re-varnishing when it was pressed into service on the dining train to replace Car 79. However, during its two years in that role much of the exterior varnish peeled off, which, coupled with leaks discovered from its roof, have turned it into a major restoration job. With many thousands of volunteer labour hours expended on it, it is now approaching completion and will soon be a fine sight in our teak train.

Two other vehicles in the service fleet are currently stopped for leaks, TTO 56856 and TTO 23956, and both are awaiting their turn in the Atkins shed for attention once BTO 43567 comes out. It would be premature to predict how much work is needed on each, but every effort will be made to get at least one of them ready for the new season.

There is good news to report regarding the buffet car, RB 641. Having suffered in the vandal attack of three years ago, it went away to Lee Sharpe Engineering at Wirksworth for repair and overhaul. It then returned last year to Pickering for revarnishing. That has now been completed by NYMR Carriage and Wagon, and the vehicle was released for use in the NYMR's pre-Christmas trains, making a very fine sight.

Meanwhile in the Atkins shed steady progress continues to be made on ECJS 189, on a number of fronts.

"I am looking forward to 2020 which, with your help, I believe will be a good year for the Association".

In Newsletter 119, I reported on the planned movement of Hull and Barnsley Carriage 58 to Hull College, where it is to form the centrepiece of an apprentice training scheme. This move has now taken place, and the carriage is now positioned immediately outside the College's workshops. Although 58 will be the College's priority, it could be very useful if LNERCA can develop close links with the College, particularly as regards sourcing some of the more difficult components of ECJS 189.

In conclusion, I am looking forward to 2020 which, with your help, I believe will be a good year for the Association. However, none of this would be possible without the dedicated team of volunteers working in the Atkins shed, so to all of them a special word of thanks. If you feel like joining them, you will be made most welcome.

Finally, a note for your diary – the annual LNER Coach Association members' train will run this year on Saturday October 3rd, when it would be good to see as many of you as possible. Thank you all for your support.

**Nick Stringer
January 2020**

The life and times of Tourist Third Open No. 23956 - a coach sold for scrap and which BR didn't even know it owned.

By Murray Brown.

Of all the carriages associated with the LNER Coach Association, either owned by, looked after or affiliated to, this carriage is in a league of its own as regards mystery, intrigue and secrecy. We can prove it doesn't exist – yet it does. We can prove it was broken up – yet it wasn't. We can prove BR didn't even know of its existence for nearly 20 years. Finally, it spent 18 years of its life shrouded in secrecy and hidden away from prying eyes. You could say its first 25 years of its life were ordinary, mundane and non-eventful, suffice to say it 'enjoyed' being hauled by Sir Nigel Gresley's elite A4s throughout its passenger-carrying existence.

It was a product of Metropolitan Cammell Carriage & Wagon company, one of several private companies the LNER contracted to build rolling stock, emerging from its Saltley Works in 1936. After 12 years service, it gained a new identity under the Thompson renumbering scheme – No. 13254. Invariably, a carriage's history is non-existent during its revenue-earning days and only after it has been withdrawn does its subsequent fate tend to become known.

However, as a rare example of a particular working, official records show that shortly before withdrawal, 13254 was in the consist of the 04.50 Glasgow Queen Street to Fort William on Saturday July 22, 1961. This must have been one of its last passenger-carrying workings.

A secret life beckons

Withdrawal came soon after in that year, but here the story gets interesting. The Regions had been authorised by the Department of Transport to form sets of Mobile Control

Dereliction at Carstairs depot, the final home for the two Scottish Region Mobile Control sets. This picture shows one of the two sets shortly after official withdrawal in 1979. Faded red livery, paint peeling, roof canvas ripped - what a daunting prospect facing any would-be preservationists. SC 13254, the number it received in the 1948 renumbering scheme, is the second carriage from the far end. All these years later, it is our pride and joy and carries passengers once again after 44 years since it last did so.



carriages, the object of which was to be able to control railway operations in the event of hostilities and if the regional headquarters were to be put out of action. Each Region was to have two Mobile Control sets. The Eastern, North Eastern, and Scottish Regions all chose LNER-designed Gresley carriages.

The eight coaches forming the two Scottish trains were converted from four types: Diagrams 40A (Brake Third) and 155 (Third Corridor), as well as vehicles of Diagrams 186 and 115. All eight vehicles were withdrawn from revenue service during 1961/62, at either Cowlares or St Rollox, with the exception of an Third Open, which was condemned at Thames Wharf on the ER and sent to Scotland for its new role. We know that 13254 was already in use in Scotland – see above – so it is a far assumption that the Eastern Region TTO sent north was No. 13251.

The coaches were modified at Cowlares Works, but remarkably enough the eight vehicles were not given departmental numbers and so carried their original numbers, complete with suffix 'E'. As a result, they did not appear on BR's TOPS computer system records. Nor for that matter, did they appear anywhere else for, to add a note of real mystery to this tale, BR had no official record of them! BR's Rolling Stock Library, where all records are kept and updated, had no official knowledge of the existence of the two ScR control sets, the individual numbers having been written out of the records many years earlier. Indeed, two of them, including

13254, had been shown as sold to a private firm for scrapping in the early 1960s. Thus BR found itself owning eight vehicles for which there were no records and so they were taken on to the files so that disposal could take place - a fitting end to these secret Gresleys!

Derelict at Carstairs depot

Carstairs was the final home of the ScR mobile control trains. In recent times, this shed was more famed for its pigeons than for Caledonian 0-6-0s and it was a place where a pair of boots was mandatory apparel before entry. Previously, the ScR sets had been stabled at St Enoch, Glasgow. Unlike their ER and NER sisters the eight ScR vehicles were painted in red breakdown livery. Sadly, the remarkable ScR coaches were not afforded the same hospitality as their ER counterparts and latterly were in poor condition with peeling exterior paintwork and, in some instances with the roof canvas missing in places. Nevertheless, among the eight were the two gems. The two office coaches, SC 13251 E and SC 13254 E were virtually intact with nearly all seating still in place. Although damp had taken its toll, with the result that much work would be needed to restore them, the two presented a fine sight. It's not every day that 45-year old coaches could be found on BR in practically original condition. Indeed, climbing on board and entering was almost surreal – it was like experiencing a time warp – suddenly coming across a veritable museum piece for which time had stopped nearly two decades earlier. There was a dank aroma, an eerie stillness and dust, and it didn't take much imagination to envisage it full of passengers, long gone, this veteran carriage having outlived them all.

The original bucket-type seats had, of course, been replaced by the 'straight-

Time warp time. Entering SC 13254 E, the former 23956 when built, was a strange experience. Here was a carriage which had defied time for nearly two decades unloved and forgotten. It smelt musty but its obvious potential was enormous.





Fully restored, 23956 exudes period atmosphere. Everywhere one looks there is chrome - windows, luggage racks, coat hooks, mirror frames and door embellishments. We retained the later design LNER seats - with original pattern moquette. Photos: Murray Brown.

backed' variety. Nos. 13251/54 were rightly claimed by the National Railway Museum and moved to York in 1980 and sheeted over.

In passing, only one other from the Scottish sets escaped the breaker, SC 12934 E (original number 3188). After initial storage at MoD Bicester, it moved to the Buckinghamshire Railway Centre at Quanton and represented, at the time, an otherwise unrepresented type of Gresley - Corridor Third, Diagram 155 - with the end vestibule side corridor layout and more over with shallow sliding ventilators. It had been an equipment coach in one of the ScR trains, retaining four compartments and a lavatory but being rebuilt with a pair of double doors on one side. Thus some structural work is required to return it to service. Some initial restoration work was later carried out, but after acquisition by a private owner, it was sold to the A1 Steam Locomotive Trust and moved to the Weardale Railway in November 2015.

An honour for the LNERCA

Meanwhile, on the NYMR, the LNERCA had become well established, with a track record for outstanding restoration. The Gresley Buffet Car No. 641 had been completed in 1993 and the NRM decided to permit the LNERCA become the custodian for its TTO No. 13254, alias No. 23956. This was quite an honour for the Association. Incidentally, the other TTO 13251, alias No. 23953, is now domiciled as an exhibition carriage at the East Anglian Museum, Chappel & Wakes Colne.

A Heritage Lottery application for £125,000 was submitted to enable No. 23956 and the Brake Third Open No. 43567 to be restored and this bid was successful in August 2000. Five years concerted hard work saw No. 23956 back in service, carrying passengers after having last done so over four decades earlier.

Minutes of the Thirty Second Annual General Meeting of the LNER Coach Association held in the Classroom, Pickering station on Saturday May 11, 2019 starting at 11.00.

Present:

Nick Stringer – Chairman, Murray Brown, Paul Johnson, Mario Papworth, Marcus Woodcock, Richard Hayward, Dave Cullingworth, Neil Cawthorne, K.Foster, Peter Wilson, Malcolm Brown, Deborah Wilson, John Broadley, David Jobling, Doreen Williams, M. Watson, G.K.Anderson, Alan Anderson, Adrian Laming, Colin Moran, Chris Johnson.

The Chairman welcomed everyone and asked the meeting to remember John Sutcliffe who had died just before Christmas.

1/ Apologies for absence

B. Pickup, Gordon Wells, Steve Hoather, David Young, Nik Wilson, James Gurnett, Michael Coleman, Russ Whitwam, Jim Kay, Simon Cox, John Hasler.

2/ Minutes of the Thirty First AGM held on Saturday 12th May 2018

a) Matters arising from the Minutes - Easyfundraising – this was now sorted and donation were appearing in the account.

b) Approval of the Minutes

Approved following proposal by Malcolm Brown, Seconded by Richard Hayward.

3/ Chairman's report on activities during 2018

A written report had been issues with the newsletter.

Nick gave a PowerPoint presentation. Some highlight comments:

- NYMR HLF grant approved – covered accommodation for carriages by May 2021.
- HLF sign off for 189. Let;s now think about 'the next big thing' to apply for grants.
- IRR certification and approval to run 189 on Heritage railways. Thanks to Paul Molyneux-Berry.

- CL now in LNERCA ownership, has gone off site for storage undercover and assessing work to be done.

- In answer to Richard Hayward, it was confirmed that the NYMR had no mandate to ask LNERCA to move any carriages from the railway. Pressure on siding space had been reduced.

- New cleaning regime being instigated by the NYMR. Teak set would get washed at Grosmont.

- Future LNERCA Museum - 2 possible sites: new build on the old hatchery site or preferable, use the existing sheds in Pickering yard. Nothing can start on this until after phase 2 of NYMR developments and migration of all workshop facilities up to field by long siding.

- Issues with teak set were discussed, leaking roofs and failed sealants. Also issues with lack of maintenance. Working with NYMR to remediate.

4/ Treasurer's Report and presentation of accounts for 2018

Annual accounts were tabled at the meeting. These had been successfully audited.

The level of donations had been excellent over the year.

Nick Stringer had been scammed during the year and this had resulted in £1300 being lost.

Many thanks to Steven Hogg for auditing the accounts.

PayPal was OK to make donations but does incur a fee each time. Better to pay direct into account if you can.

VAT registration was being investigated and a small sub-committee has been set up.

5/ Membership Secretary's Report

Peter Wilson reported that there are 205 members now. £7500 income and £1400 PayPal.

First invitation to renew membership by email had taken place. It was agreed that we should try and double our membership and would try and get a leaflet in the 'Moors Line'. The BI Loco Society and NELPG would be targeted.

6/ Sales Officers Report

Dave Cullingworth read out an email report from Russ Whitwam. Income was better than previous years mainly due to sale of donation painting at auction and being able to have a sales stand at Murton Traction Engine Rally and Wetwang Model Railway Show.

We are looking for someone else who can make paper knives from off cuts off teak to use as sales item. We are investigating producing another DVD showing restoration work and carriages in action, like the previous John Reddish/John Curtis production.

7/ Election of Independent Examiner

Steven Hogg had audited the accounts for 2018 and was willing to perform this duty again.

Following a Proposal by Marcus Woodcock, seconded by Malcolm Brown, the Accounts for 2018 and Auditor were approved.

8/ Fundraising Officer's Report

Currently no Fund-Raising Officer

9/ Secretary's Report

a/ CIO – the Charity Commission require some small amendments to the objectives in the constitution and all Trustees need to sign this off and the new Trustee declaration. Should get new charity set up soon.

b/ Social Media – Facebook page now has 1100 followers and Twitter up to 73. Dave Cullingworth also announced that his 50% shareholding in Gresley Buffet 641 had been donated to the LNERCA.

10/ Vehicle Updates

Covered by Chairman's presentation and written reports.

11/ Election of Trustees

a/ Nick Stringer (Trustee/Chairman) and John Hasler (Trustee), were both at the end of their 3-year terms. Both were willing to re-stand for a further 3-year period. Following a Proposal by Paul Johnson, seconded by Mario Papworth, both were duly re-elected.

b/ After being co-opted onto the Committee at a recent meeting, Neil Cawthorne had been nominated to join the Trustees. Following a Proposal by Nick Stringer, seconded by Dave Cullingworth, Neil was duly elected.

c/ Archivist Role – following the death of John Sutcliffe, the Committee had contacted Dave Jobling, a keen railway modeller and LNER enthusiast to see if he would take on this role. Dave is very familiar with the NRM drawing archive. Dave has agreed to take on this role and we welcome him on board. It had been agreed by the Trustees that this role no longer had requirements to be a Trustee of the Charity.

12/ Any Other business

The meeting had to leave the room due to a double booking. Most reconvened in the Atkins shed to have a look at progress on 189 and CCT E1308.

Meeting closed at 12.10

Dave Cullingworth, Secretary

A Common or Garden Carriage?

by Paul Johnson.

The answer is definitely garden but not common - in fact it is unique. An interesting post on the RAILC carriage group website Forum turned up an interesting and previously unknown carriage body. The owner is in the process of acquiring the house and this is in the back garden. She initially contacted the Bluebell Railway who weren't interested in acquiring it, but one of their volunteers opened it up to the wider carriage community. LNERCA offered to go and survey the carriage to see its condition and this we did just before Christmas. Marcus Woodcock, Neil Crawthorne, Jim Kay and I were joined by Peter Gregory (GNR Society, HBRFSF) and Nigel Yule (LNER Society) at the address near Rotherham. So what did we find? The answer is a Great Northern Railway 65' 12-wheel clearstory Brake Third Open Dining to diagram 249. It was built at Doncaster in 1901 and withdrawn on April 15, 1924. Its number was 436. The layout is as follows:- Guard's brake, Toilet, 9-seat smoking saloon, 6-seat non-smoking saloon, 12-seat smoking dining saloon, 12-seat non-smoking dining saloon, toilet and vestibule. Both the 6 and 9-seat saloons had external doors. Another typical weird GNR coach layout!

Wonderful to see it

As you can imagine it was a bit of a WOW moment to see such a carriage that is now unique. The son of the previous owner had taken steps to protect the roof, hence the tarpaulin, but what awaited us inside? As is normal with grounded coach bodies, it had been cut in half, and this was not its original position in the garden. It was once closer to the house. It had been lived in and the son can remember staying in it when staying with his grandparents. They, by that time, had moved into the house as their parents had died. But they had lived in it for a number of years with a disabled friend.

So what condition is it in? Fair to poor would be the best description. Externally it's pretty good and all the panels are teak. Some are split but none are beyond repairing. It has all its doors with fittings and nearly all the windows are intact. The only visible problem was the saloon end side which was leaning out. Inside was a different matter. We know the problems we have had with a sagging clearstory in our ECJS 189 and 436 was the same. brake end roof was held up by Acro props as the small saloon and toilet partitions had been removed. The floors and framing had rotted away. Although they were stored inside the carriage. The roof was good at this end, with the remains of the ceiling and the clearstory lights in place with fittings. These



lights had the same glass as our own 189 but had different hinges and latches and ring pull. These had a ball latch and fixed ring and the hinges were butterfly shaped fitted internally. It had been converted to electric lighting as well. All the side brass vents and exhaust chimney holes had been covered with turned wooden disks. The screw hole in the side clearstory rails had been filled, making me wonder whether the gas fittings were removed



Incredibly, the carriage body still contains framed prints - showing views of York and Norwich.

totally and replaced with something simpler. Under the windows there was the same horizontal teak boarding as 189 but no chairs remained. The other end was in a worse state, the roof having totally rotted away over the end large saloon.

Carriage prints still survive

As in the other section the walls and fittings were all still there. There was even carriage prints in good condition still behind glass. We have in 189 lots of etched glass and 436 is no different. All the partition doors are etched, as are the three remaining clearstory partiion fanlights. These are etched 'GNR' rather than 'ECJS'.

So is it restorable? Yes but with a lot of money, at least £300K. If nobody is interested in taking the whole body, the LNERCA would like to flat pack it for spares. It has a lot of parts we could use on 189, but if we had the finance it would make a fine partner for 189. If anybody has a spare £300K and would like a unique carriage, please do let us know!

Left Splendour in the grass: It is incredible that carriage bodies such as this - 119 years old - are still coming to our notice. As to its future, this is a classic conflict between optimism and reality? How many more similar bodies are there? Photo: Ella Reed.



Top right. Neil Cawthorne ponders what future this fascinating, unique, survivor has - a new life as a restored body elsewhere or provision of valuable spare parts?



Right. This carriage had specially designated smoking sections - this etched sign had a red background, not seen previously. Photos. Jim Kay

Man with white van body

Members will be aware that the LNERCA possesses the only complete Diagram 214 Fish Van out of 500 built by Faverdale Works, Darlington in 1948/9. A few bodies only survive - these being scattered across the country. There are two side by side at East Aulton, Aberdeenshire, one at Morley, Derbyshire and two in South Wales. Or so we thought.

Imagine the surprise when out of the blue, it became known that there was another body not 13 miles from Pickering. This one appeared without any publicity on the Railway Heritage Register website which lists all surviving wagons and bodies. It was shown as being at Gillamoor - which is not correct. This wrong location set the hares running to see if its correct identification could be found. They say in life 'it's who you know' and this proved true again. One of our colleagues on the NYMR was until ten years ago a farmer at Beadlam, the Pickering side of Helmsley. Seeing that Gillamoor is within a stone's throw from Beadlam, an inquiry was made to see if they knew the farmer who owned the Fish Van body. He not only confirmed the owner but advised they had been friends for decades. Furthermore, it was confirmed the location was Fadmoor, just to the north of Gillamoor which itself is north of Kirkby Moorside, the small town on the A170 from Pickering to Helmsley. The owner was eventually contacted, delighted his old friend wished to be remembered and all was set for a visit.

Three van bodies on his farm

The farm is in an idyllic setting right on the edge of the North Yorkshire Moors - the vista is stunning. The remote farm is accessed by a small road. The owner, Edward Denney, could not have been more helpful - and what a character. He is 80 this year and is now thinking of scaling down his farm and all attendant 'collectables' including not only the fish van body but two other bodies residing in his yard. One is a BR Box van and the second a Shoc van, except all the additional springing had long gone.

The Fish Van body sits on top of a forlorn road trailer, well raised off the ground. Corrugated sheeting covers the roof - always a good sign because it helps ensure the dreaded enemy of rail vehicles - rain - is kept out.



It is getting on for half a century since this vehicle last conveyed fish. It has been well protected by being off the ground (thus safeguarding the floor boards) and also having extra corrugated roof sheeting.



Is this a barn find - without the barn? Russ Whitwam tries to get in but the van is full up with farm items and general merchandise. *Photos: Murray Brown.*

No way of identifying this Fish Van

There was no builder's plate - which contains the vehicle number remaining. All the paint on the bodysides which also carried the van number was totally obliterated. So, we could not identify this particular Fish Van. So here we had a man with what was once a white van!

Mr Denney advised he had bought it from a dealer at Goldthorpe in South Yorkshire. in the mid 1970s. The body did not have the ventilator often built into the body when these vans ceased to be used for conveying fish and were used for conveying many other commodities. So, it looks like the van came straight out of fish train service, then sold off - possibly by Doncaster Works in view of the dealer's location. Straightaway, it was spotted the van had items which ours, 75169, does not. These were the original locks to locking the sliding doors and also the brackets both on the end and on the left hand side in which a destination chalk board would be exhibited.

It was impossible to view the interior because it was jammed to the roof with all sorts of farm paraphernalia. Mr Denney admitted it would take some time to clear it all out - tons of implements and detritus collected over many years.

On our 75169, the large vertical stanchions actually sit below the solebar level - on Mr Denney's fish van body, they have been gas axed off to be level with the van body. Considering it is over 70 years old, the van body is in remarkable condition. The owner has readily offered us any assistance we want in terms of photographing particular items and even allowing what parts we might require to be taken off. He even mentioned that the body itself might become available as he downsizes. Although we have taken scores of photographs of our own 75169 when it was being dismantled, this van body at Fadmoor will be so useful to act as a source or confirmation of where parts actually fit. Work should start imminently on re-assembling 75169 so this fish van body coming to light so near to Pickering has been a revelation. It goes without saying Mr Denney plans to see our own fish van as well as sampling the delights of LNER carriages.

NOTICE OF MEETING

The Thirty Third 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 16 2020

AGENDA

1. Apologies for absence
2. Minutes of the Thirty Second AGM held on Saturday 11th May 2019
 - a) Matters arising from the minutes.
 - b) Approval of the minutes
3. Chairman's report on activities during 2019.
4. Treasurer's report and presentation of accounts for 2019
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) 189 Marcus Woodcock
 - b) Fish Van 75169 Murray Brown
 - c) 945 Nick Stringer
 - d) CL 88339 Nick Stringer
11. Election of Trustees.
 - a) The following Trustees are due to retire by rotation. All are willing to re-stand.
 - Dave Cullingworth – Secretary
 - Simon Cox – Gift Aid Officer
 - Gordon Wells - Trustee
12. Any Other Business.

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.

Brake Third Open No. 43567

The roof is now finished, the rainstrips, destination board brackets and cinder-moulds are fitted and covered with flexitape, plus two further coats of Sikaguard applied. The angled gutters which channel water from the rainstrips to the hoppers on the body end were corroded and needed replacement. New gangway hoods are fitted with new securing strips and the piston rods regreased.

The body now has four coats of varnish all round and the lining should be complete by the time you read this, that just leaves a further eight coats of varnish and lettering to be done for the end of February. All the brown coloured body fittings have had a refresher coat applied.

Inside the seized pass-com gear has been overhauled and greased up. All the sliding window ventilators have been repainted and the channels cleaned out to allow the glass to slide freely. The interior has had a thorough deep clean which revealed some undiscovered rotten ply in the toilet end vestibule. The vinyl is now removed

The final pair of doors for the CCT takes shape in the LNERCA workshop, courtesy of Brian Ford and Ken Richardson. Photo: Phil Brunssen.





It's looking good but nowhere near finished. Still to have at least five more coats of varnish and the primrose lining added, 43567 nevertheless is looking far better than when it entered the Atkins shed. Photo: Gary Lyne.

and patch repairs underway on the plywood.

Two u/s cells were changed in the battery by C&W staff, the opportunity was taken to repaint the inside of the box to help preserve it from rot caused by spilled acid.

ECJS Restaurant Third No. 189

The four outer doors have been refurbished, with frame repairs done and the teak panels either repaired or replaced with new beading fitted. These will be varnished



All hand painted - by Roy Lingham. This was the progress being made on 43567's lining by the end of last year. The BTO should be completed and out of the Atkins shed by March. Photo. Gary Lyne.

and lined to match the rest of the body. Four new 'horses' have been made and fitted to the headstocks for the buffer saddles to be stored on when not in use.

Inside the pantry the dresser is dismantled and moved into the main saloon for final varnishing, this has made space for painting the walls, fitting ply panels to the corridor wall, reinstating the window and laying the last of the ply flooring. Once this is done the dresser will be refitted for the final time.

Over its working life, 189 sported three different types of gangway and we intend to fit a fourth - a Pullman type standard for LNER gangway coaches which will make it compatible with the rest of our fleet and with BR Mk. 1 coaches. Replacement of the rotten timber sections in the wooden gangway extension is underway and Gordon Wells is drawing up the design for the modifications required to fit the overhauled Gresley faceplates. These will be supported at the top with Moulton - Spencer type 'flexiters' as used on modern rolling stock.



Several coats of Sikaguard have transformed 43567's roof. What a shame we couple steam locos to it! Photo: Gary Lyne.

Membership Matters

We have continued to receive donations and all these are gratefully received and go 100% towards our restoration projects. These are donations through the membership account up to 20/01/20: J Wood, Oldham; DJA Young, Bangor; B Ford, York; J Freear, Wakefield; C Moran, Hessele; WJ Berridge, Grantham; PD Lund, Chester; KS Gardner, Romford; EW Coates, Darlington; NA Wilson, Brough; J Broadly, Leeds; PW Small, Haverhill; M Proctor, Newcastle Upon Tyne; R Towers, Harrogate; ECR Sykes, Whitby; Hull Area Group NYMR, CJR Binks, York; JG Gurnett, Dunstable; B Curtis, Bishops Stortford; AM Snowdon, Redhill;

Please note that Life Members cards are due to be reissued and, where a Life member has a posted newsletter, a new card should be enclosed or where the newsletter is taken by email a new card should be received in the post within a few days. Thank you all so much for your generosity.

Peter Wilson, Membership Secretary.



This is what the LNERCA is all about - restoring LNER carriages in which the public may travel - preferably headed by a LNER locomotive. Forming the afternoon service from Grosmont to Pickering, the train, headed by Thompson B1 1264, masquerading as long-scrapped sister 1251 Oliver Bury, passes Abbott's House, one mile south of Goathland on September 28, 2018. Photo: Gary Lyne.



Secretarial Synopsis

By Dave Cullingworth.



Committee Meeting held on Sunday December 8 2019

7 Trustees, 1 Committee Member and 1 working member in attendance

- **Jim Kay's Carriages.**

The 3 carriages moved to the Ecclebourne Valley Railway owned by Jim Kay would remain as 'Associated Members' vehicles.

- **Running Agreements.**

It has been established that although a teak carriage costs much more to maintain than a Mk. 1, the NYMR has been spending same amount on the teaks as the Mk. 1s. Hence, the teaks have suffered. The proposal is that the LNERCA be paid a lump sum annually to provide a minimum of five carriages. (First year will be same amount for less carriages as we are catching up from lack of maintenance on 43567, 56856 and 23956). Discussions are continuing with NYMR management.

- **The new Agreement is dependant on LNERCA having use of Atkins shed.**

The agreement will be that covered accommodation will be provided for 8 LNERCA carriages. Confirmed that the LNERCA will not be asked to remove any unrestored carriages (including ones for which we have no plan – 1299, 3291 and 1077). The Agreement will be ratified by an independent solicitor.

- **Atkins shed capacity.**

The Committee discussed how the Atkins shed could be extended. We struggle for work space with 2 carriages inside. Only possible at moment because 189 is only 52' long. Two full length Gresleys will be very awkward to work around.

- **New Membership Leaflet.**

Was being printed with enough capacity to include distribution with 'Moors Line'.

- **Proposal for better use of workshop.**

It is critical that the workshop is usable for that purpose due to lack of space in the Atkins shed. Mark Stovold had produced a written report for the meeting. Key points are that the large spares and moquette need moving out of there to allow it to be tidied up and space created. There are large items from the fish van. It was agreed to hire a 40' container in the industrial park in Pickering for the storage of large components.

- **Gresley CL in Scotland and spare chassis at Spennymoor.**

It was agreed that the LNERCA should have no involvement in this grounded body due to current and future workload. However, it was agreed that the LNERCA should donate the spare chassis and a set of bogies to any group who would be willing to take on the body for conservation and restoration. Dave Cullingworth and Murray Brown to liaise with potential railways or groups who might be interested.

- **AGM date.**

It was suggested that it should be held on Sat May 16 2020 at 11.00am in the Classroom, Platform 2, Pickering station. Papers will be added to the February newsletter.

- **Special Train.**

This was proposed for Saturday Oct 3rd, 2020.

Who's who? - LNERCA Trustees

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LNERCA VEHICLES	LNERCA Rolling Stock Fleet	STATUS
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	Undergoing revarnishing
Gresley TTO 24109	BRC & W, 1936, to Diagram 186	In store partly rebuilt
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 under repair
Fish Van E75169	Faverdale, 1949, to Diagram 214	Under restoration
CCT E1308E	York, 1950, to Diagram Y006	Restored - stores van
ASSOCIATED VEHICLES		
NER TO 945	York, 1924, to NER Diagram 155	Under restoration
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 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	In service
Gresley saloon 43087	Doncaster, 1909, to GNR Diagram 10	Stored Ecclesbourne Rly.
Gresley TTO 43654	York, 1935, to Diagram 186	Stored Ecclesbourne Rly
Gresley TK 23890	BRC & W, 1935, to Diagram 115	Stored Ecclesbourne Rly
ON LOAN FROM THE NATIONAL COLLECTION		
Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	Awaiting repair