

ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY



Newsletter No. 103

November 2015



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LNERCA VEHICLES

ECJS RTO 189
NER FO 2118
Gresley RF 42969
Gresley TK 23890.
Gresley TK 23896.
Gresley BTO 43567.
Thompson BG E110E.
Thompson TK E1623E.
Thompson CK E18477E.
Fish van E75169
Covered Carriage Truck E1308E

Built Doncaster 1894 to Diagram 25
Built York, 1922 to Diagram 204
Built Doncaster, 1929, to diagram 10C
Built B.R.C. & W., 1935, to diagram 115.
Built B.R.C. & W., 1935, to Diagram 115.
Built York, 1935, to Diagram 191.
Built York, 1948, to Diagram 344.
Built York, 1950, to Diagram 329.
Built York, 1950, to Diagram 328.
Built Faverdale, 1949, to Diagram 214
Built York, 1950, to Diagram Y006.

Status

under restoration
in store, unrestored
upholstery workshop
in store, partly rebuilt
in store, partly restored
in traffic
in store, partly restored
under restoration
under restoration
under restoration
stores vehicle

ASSOCIATED VEHICLES

Gresley Invalid saloon 3087.
Gresley TK 3291.
Gresley SLT 1299.
Gresley BTK 3669.
Gresley TTO 43632
Gresley TTO 43654
Gresley TTO 24109.
Gresley TK 3857.
Gresley RB 641.
Gresley TTO 56856.
Thompson CL 88339.

Built Doncaster, 1909, to GNR Diagram 10.
Built by Metro-Cammell, 1930, to Diagram 115.
Built York, 1930, to Diagram 109.
Built B.R.C. & W., 1930, to Diagram 114.
Built York, 1935, to Diagram 186.
Built York, 1935, to Diagram 186.
Built by B.R.C. & W., 1936, to Diagram 186.
Built York, 1936, to Diagram 155.
Built York, 1937, to Diagram 167.
Built by Metro-Cammell, 1938, to Diagram 186.
Built Cravens, 1947, to Diagram 338.

in traffic
in store unrestored
in store, unrestored
in traffic
in store, part restored
in traffic as RF
in store, part restored
in store, part restored
in traffic
in traffic
in store, awaiting repairs

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956.

Built by Metro-Cammell, 1936, to Diagram 186.

in traffic

www.LNERCA.com

<https://www.facebook.com/pages/LNER-Coach-Association/263887476964057?ref=bookmarks>

The LNERCA Newsletter is produced on behalf of the LNERCA by the editor, Roger Melton. Views expressed in the Newsletter are not necessarily representative of Association policy.

DONATIONS

Since Newsletter No. 102 was published we have gratefully received donations (in some cases, more than one) from the following members:

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EDITORIAL

The past few months have been relatively uneventful, with 3669 entering traffic to general acclaim and 1623 continuing to progress slowly towards completion. With 189 firmly domiciled in the Atkins building it has had a chance to dry out and the scope of the work to repair the sagging clerestory established. Unfortunately it has also been established that the teak body panels really need to come off to carry out repairs to the knee irons, so in some senses we have gone backwards and incurred unexpected costs, but on the positive side it means that the repairs on the body frame will be up to our usual standards. The contractors working on the underframe rebuild have been working away at it and the completed job is expected to return to Pickering by the end of the year. Plans are also being made for work to resume on the fish van. The NYMR are on the brink of returning 56856 to traffic, having replaced its life-expired wheelsets with good used ones from 43632, and thoughts are turning to which vehicles are “low hanging fruit” preparation and registration for running to Whitby. 2015 can thus be regarded as having been a generally successful year and we look ahead to further exciting developments in 2016!

Front cover:

A last look, for the time being at least, at 60007 “Sir Nigel Gresley” hauling the LNERCA teak train.
Philip Benham

Rear Cover:

Top: More work than expected is having to be carried out on 189. For instance, many of the knee irons, like the one illustrated here, have been fitted without the metal in contact with bottom frame and are having to be taken off, painted and rust-proofed and then refitted.

Middle:-Marcus Woodcock and Peter Wilson preparing teak panels removed from 189 for re-use.

Bottom: The Diagram Book drawing for ECJS open third 14. Sadly now gone, what a complement it would have made to 189 had we been able to rescue it!

RESTORATION NEWS

Gresley Brake Third 3699

3699 has been running reliably since its entry into traffic. It looks as though it will be in illustrious company for next spring as it is to travel to York to participate in the “Flying Scotsman” exhibition there. It will be an ideal opportunity to publicise the LNERCA, but just as important, it will ensure that the coach is kept warm and dry for the worst of the winter.

Thompson Corridor Third 1623

Progress is slowly being made towards completion, although a leaking compartment window has allowed water in and some consequent water damage to the upholstery, representing an unwelcome extra task. On the positive side, Marcus Woodcock has mastered the sewing machine and the art of making gangway bellows, so these should be ready to be fitted soon. A manufacturer of lamp shades for the reading lights has been found by Murray Brown, so the completion of the wall lights is near—although the cost of completing each of the 28 required is around £80, so we are appealing to members to come forward and sponsor each of the 80 shades—please contact John Hasler or Nick Stringer if you wish to take part in this scheme.

1623 is due to enter the C & W shed before the end of the year for completion of the vacuum and steam heat pipes. Completion of this work, together with fitting of the gangways will see the coach very much on the home straight and on course for a debut at some time next spring, when it is hoped to have a publicity-attracting launch “do”.

ECJS Restaurant Third 189

The “new” underframe for 189 is now well on the way to completion at Shildon and is expected to be returned to Pickering before the end of the year, ready for the body to be transferred to it next spring. In the meantime, work is proceeding on the body, rectifying some previous repairs that have allowed the clerestory roof to sag under its own weight. These works have included the fitting of a new section of clerestory framing. Repairs are also being undertaken lower down on the body framing to rectify poorly fitted frame-strengthening knee irons. This has required the removal of most of the main body panels, so the opportunity has been taken to clean them up ready for refitting and repair any cracks.

On the research side, a new drawing has been found of a GNR car that seems to be of very similar type, and this drawing has provided a great deal of extra information about the carriage’s interior finish.

Fish Van 75169

Quotes are being sought from a local engineering company who have a coded welder on their staff for the fish van underframe to be repaired off site. Once these repairs are complete the way will then be open to rebuilding the body, and the NYMR Wagon Group have offered to help with the running gear. Most of the material is now in stock for it.



Gordon Wells

Top: One of the new lampshades for 1623 , fitted and lit up. Just another 27 to go at £80 each—please considering sponsoring one if you are able to.

Bottom: The new solebar being drilled ready to be fitted to the shortened 'Perth underframe'



Nick Stringer

Cresley Open Third 43632

Thoughts of submitting an HLF application to cover the cost of its restoration and partial conversion to a disabled coach have been temporarily placed on hold due to our present workload, but 43632 has recently been in the works to allow its wheelsets to be extracted and placed in 56856's bogie frames in order allow 56856 to return to traffic. 43632 now rests on a spare pair of bogies whose wheels are not currently usable.

Thompson Corridor Composite 18477

Andrew Daniel has now made the first sections of corridor side framing and has test-assembled these at his workshop in Harrogate, ready for fitting. However, the coach remains stranded in an unsatisfactory location at Grosmont, awaiting movement to Pickering, where it will have to be decontaminated of residual asbestos before work can begin to rebuild the badly rotted frame and then repair and fit the stored steel sheeting. This was made around 20 years ago and is generally in good condition despite having been stored outside for most of that time but will need repairing on some of the edges that have been in contact with the ground.

Gresley Restaurant Buffet 641

641, 56856 and GN 3087 look to be amongst the earliest LNER coaches to be returned to Whitby running, as all 4 have already had some of the modifications carried out to them. 641 in particular is sought by the NYMR as a catering vehicle that could be useful for small party groups. It has recently had issues with some of its gas appliances condemned for not meeting with the current applicable standards. As the kitchen was originally supplied by the NYMR it is up to them to get it fixed, although the LNERCA has made a contribution as a goodwill gesture. Our assistance may be sought to help deal with the corroded rack plates at either end, which are lifting the body and gradually making it "banana" shaped. To replace the rackplates requires lifting the body clear of the underframe, with all the dismantling and reassembly that entails. The LNERCA has experience of this work from the restoration of BTO 43567 and will gain more from transferring the body of 189 between underframes, whereas the NYMR staff do not. Ironically, this repair does not seem to be required for Network Rail running but until the repairs are carried out the body will be significantly weakened and doors will require constant adjustment as the door apertures become distorted.

Gresley Open Third 56856

The tyres on 56856's wheelsets are worn out. They were known to be close to the scrapping limit when the coach was accepted into traffic, so have done well to last around 10 years. They have been replaced by the wheelsets from under 43632, which is now on accommodation bogies that will need re-tyring once 43632 is ready to enter service. The good news is that the "new" wheelsets have passed ultrasonic testing so have cleared the first hurdle for Whitby running.



Andrew Daniel

Three sections of new corridor-side frame have been made for 18477 by Andrew Daniel and trial-assembled at his Harrogate workshop, ready for installation once the coach is moved to Pickering.

A Camping Coach at Humshaugh - by Dave Cullingworth

Several years ago my curiosity was aroused by a picture of the skeletal remains of a clerestory carriage on the Disused Stations web site and taken in 1990. Several ECJS carriage bodies were used as holiday cottages and houses, as detailed in my previous article about ECJS sleeper 236 owned by Mike and Gloria Smith. Ken Hoole mentions this carriage in the introduction of his book "The Illustrated History of East Coast Stock" which was published in 1993 but written c1987.

"Until quite recently there were a number of former ECJS bodies in use as bungalows or holiday chalets, particularly in Yorkshire, but many have disappeared due to old age and the changes in the social conditions demanding better accommodation. The most intriguing is old ECJS No. 14 built in 1898 and transferred to the North Eastern Area in 1925. At the time of writing the timber skeleton still exists at Humshaugh (formerly Chollerford) on the ex-North British Border Counties line between Hexham and Riccarton Junction".



ECJS 14 (LNER 874Y) at Humshaugh in 1990. This body is no longer there as confirmed by Paul Johnson when he stopped by in 2011. East Coast Joint Stock Open Third No.14 was built at York in 1898 to Dia 15. It seated 42 thirds in two 18 seat saloons (1 smoking and 1 non-smoking), plus a compartment seating 6. There were also 2 toilets. The mixed configuration with the compartment and open saloons would probably have been better described as a 'Semi-Open Third'.

There was a total of 8 vehicles to this diagram built between 1898 and 1902 (14 - 16, 67, 68 and 270 - 272). There were some variations in that earlier builds had gas lighting right up until withdrawal whereas the 1902 builds were electric from new. As common with other ECJS stock all were dual braked to be compatible with both NER and GNR stock. In March 1925 No.14 was transferred to LNER North Eastern Area stock and became 874Y and had an uneventful and lengthy existence in general service in the north east and being renumbered to 42874.

It is believed that 42854 lasted into BR days (like ECJS No. 12 at the NRM) but unlike 12 was not destined for preservation. The date is not recorded but a photo in the book "Hexham to Hawick - The Border Counties Railway", records the following: *"The river at Humshaugh is very attractive and when Colonel Porter, Ministry of Transport Inspector of Railways, retired to Corbridge he arranged for coach no. E42874 from the East Coast Joint Stock to be placed conveniently near the station".* The photo depicts the body being craned into position having been detached from the underframe on site, the carriage transported with crane from Newcastle. Presumably the underframe returned to Newcastle and was then sold for scrap. It is interesting to note the use of the 'E' prefix on the caption which suggests that the carriage did last into BR days. It appears to be in teak or painted brown livery and at a guess the date could be 1949-1950.

How often Colonel Porter used his holiday abode it is unclear but the excellent BBC North East documentary "Last Train to Riccarton" made in 1987 reveals that people regularly used the Camping Coach having arrived by train. It does seem that this use was fairly short lived because the 1955 photo seems to show broken windows so it looks like it fell into disuse before the railway actually closed in 1956.

During the 1970's the North Eastern Coach Group surveyed the remaining ECJS bodies around Yorkshire and the North East. According to Pete Brumby this body was not found on their visit but they were given the location of 'Chollerton' which was the next station on from Humshaugh.

What is certain is that it lasted until at least 1990 as a shell. What is puzzling is that it appears to have had all the main teak panels and external doors removed so the question remains were these salvaged by preservationists? Even in the 1990 photo it can be seen that the teak frame is in excellent condition. Sadly the body is no longer there as Paul Johnson verified on a visit in 2011. It is unclear what happened to it and despite a great deal of research there has been no further information forthcoming. It is therefore presumed scrapped which is a shame as it would have been an excellent complimentary vehicle to 189.



Pictured in 1955 when the Border Counties railway was still open. Even by this date it appears to be derelict with broken windows. The LNER numbering still visible. It was to remain in this position for a further 35 years, disappearing sometime after 1990.

Photo: RCTS Archive

Chairman's Column

Firstly apologies for not properly signing off my article in the last edition of the Newsletter. I'll try to get it right this time, although the demands of the chairman's role are rather more challenging than I first realised!

It is very pleasing to report that 3669 is now totally finished. It is in traffic on the NYMR, with working lavatory, working heaters, working electrics, working everything. Many congratulations to the 3669 team for their hours of painstaking labour to achieve this magnificent result.

1623 continues to make progress, and is now back on its own bogies. The stitching of the gangway bellows has proved to be a most difficult task, and one where we have to learn as we go along. Since we won't be doing it again for some years, we're doing some extra sets which the Scottish RPS wants to buy off us. When 1623 is completed we must have a celebratory launch event like we did for 3669.

The ECJS189 project is now in full swing, with the work on the shortened underframe going on at MultiTal Logistics in Shildon, supervised by David Elliott, to whom we are much indebted. In parallel, work continues on the body in the Atkins shed. However, with the problems discovered on both the underframe and the body, the costs of this project will be at least 25% over budget, so in due course we will have to find this shortfall from somewhere. Judging by the comments made by visitors who have seen it in the Atkins shed, we can be sure that when finished, it will be absolutely stunning.

It's good to report that work has started on 18477. After employing specialist contractors to remove the asbestos lagged steam pipe, it will be moved to Pickering, where the structural problems will be tackled by our specialist contractor, Andrew Daniel. Andrew has already made a large number of components ready for fitting.

Now, on to an important future strategy issue for the Association and the NYMR.

Ever since platform 2 opened at Whitby, the teak coaches have played second fiddle on the NYMR to BR Mark 1s, mainly because they didn't have the necessary approvals to run there. This has meant that they have barely been used outside the peak timetable, and even then for only one return trip between Pickering and Grosmont per day. With the go-ahead in principle for the teak coaches to run to Whitby, they will be able to run in any train, any time.

However it's not just the Whitby issue that has caused the NYMR to use the teak coaches infrequently. It seems that seating capacity is all that matters. It is true that only two of our carriages have the equivalent seating capacity to a BR Mark One, but the solution to the seating capacity issue is simple. It's only one or two peak services that get overcrowded, so don't use the teak set on them, use a Mark One rake on those services instead.

But isn't a journey in the teak set a much more enjoyable travel experience for passengers? Look at the smiles on the faces of the people travelling in our carriages. That's because the NYMR's unique selling proposition (u.s.p.) is *nostalgia*, which is what our carriages offer in abundance. Any marketing guru will tell you that to stay in business you have to constantly improve your u.s.p. So, to compete in an increasingly competitive leisure market, the NYMR needs to work on its 'nostalgia experience'. That means running more historic carriages, not less. Other leading preserved railways recognise this, like the Bluebell and the SVR, each of whom only have one rake of Mark Ones in their fleets, their other rakes all being heritage.

There is another objection to using our carriages - aren't they more expensive to maintain? This is very questionable. I have yet to see any evidence that teak rots more quickly than steel rusts. In fact the anecdotal evidence is that teak coaches last longer between major overhauls than Mark 1s - look at Buffet Car 641 which has been in service for more than 20 years and still hasn't had an overhaul (although it does need one now). I suspect that this perception of higher maintenance costs has come about because of the need to varnish the teak every two years, but hopefully we have a solution to that problem on the horizon, with the possibility of a carriage shed before too long.

So I'm putting forward the argument that because passengers love the nostalgic experience of travelling in our carriages, and because they are less costly to maintain than Mark 1s, the NYMR should try to use them in preference. After all, each time one of our coaches enters traffic it provides the equivalent of two Mk 1s to the railway, free of charge, if we look at a Mk 1 requiring major attention every 10 years and Gresley needing it every 20 years, as experience with 641 suggests. That means that the NYMR should be actively supporting the Association in getting our fleet restored to running order in preference to overhauling their own, but it also suggests that there needs to be an investment by the railway in consumable items such as spare wheelsets whilst they can still be had, something that has not happened as yet.

There is of course a counter argument. Because our carriages are historic vehicles, restored to very high standards, should they not be kept as museum pieces and only rolled out for use on special occasions like galas, wartime weekends, etc. ? That's what they do on the North Norfolk Railway with their teak Quad Art set. The less use they get by the public the less likely they are to be damaged.

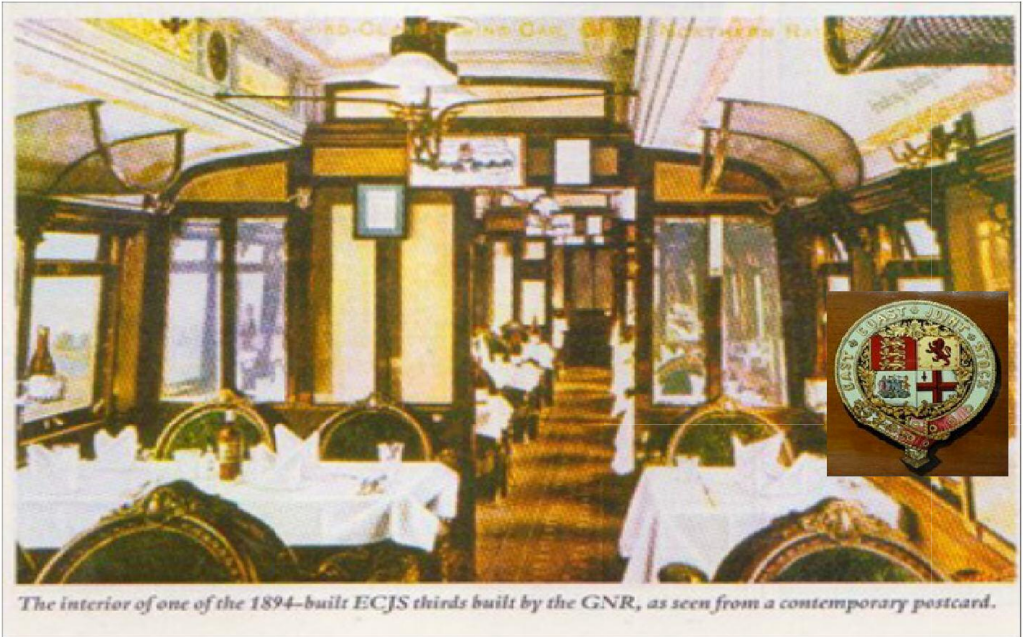
Maybe the answer lies somewhere between these two extremes, with the Association providing a working set of high capacity carriages for everyday use, plus a variety of special coaches to be rolled out as and when required. If that's the way forward, then because our 'special' coaches rather outnumber our 'everyday' coaches, we really should be looking at bringing 24109 up the restoration queue.

So which way should we go as an Association? I'd love to hear members' views on this.

Nick Stringer

New to LNERCA!

Personal ECJS189 Mirror



This lady's pocket mirror, which comes in its own case, 8.5cm by 5cm, would make an ideal gift for the ladies. On one side is a stainless steel mirror, and on the other side the famous picture of the interior of 189 as it used to be, as shown here. To make it easy to hold, it has a small tab handle which features the East Coast Joint Stock crest. Price to LNERCA Members: £8.50 + £1.50 p & p (Price to non-members £9.50 + £1.50 p & p.)

Legacy Giving

What's a good way of helping LNERCA without costing you a penny right now? The answer of course, as most readers already know, is to leave a legacy to LNERCA in your will, thereby helping to ensure that more of our collection of historic coaches can be restored.

Until now, legacies have not proved to be a major source of income for the Association, but in the future they will become increasingly important, as other sources of funds dry up.

If you are considering leaving a legacy to LNERCA, and you would like to talk with someone confidentially, then please do get in touch with me. Also, if you have already made a provision for LNERCA, it would be good to hear from you, not only so that we can have the opportunity of thanking you in your lifetime, but also so that we can discuss what project or projects you would like the money spent on.

My contact details are nickstringer701@btinternet.com or 01423 340331.

Nick Stringer, Chairman & Legacies Officer

Sales Items

New Title: 1960's North Pennine Lines by DMU

Filmed in the early to mid 1960's on the introduction into service of the new Diesel Multiple Units, this DVD features lines which have either changed due to loss of services or facilities such as the Settle to Carlisle line filmed in 1967 or closed completely such as the route over Stainmore, the highest through route in England, or the Alston branch. The original 8mm silent film has had a commentary added but no faked sound.

Filmed and produced by Alan Snowdon proceeds from this DVD are divided between the LNER Coach Association and Reigate and Redhill Live at Home Scheme (charity no. 1083995) supporting elderly people living in their own homes.

The lines covered are:

Darlington to Penrith 1961

Darlington to Middleton-in-Teesdale and back in 1963

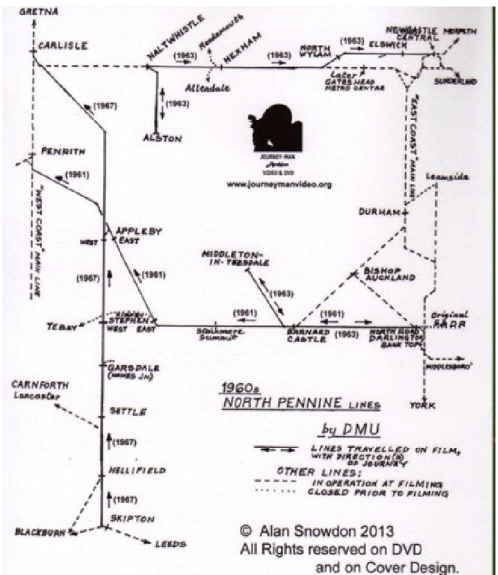
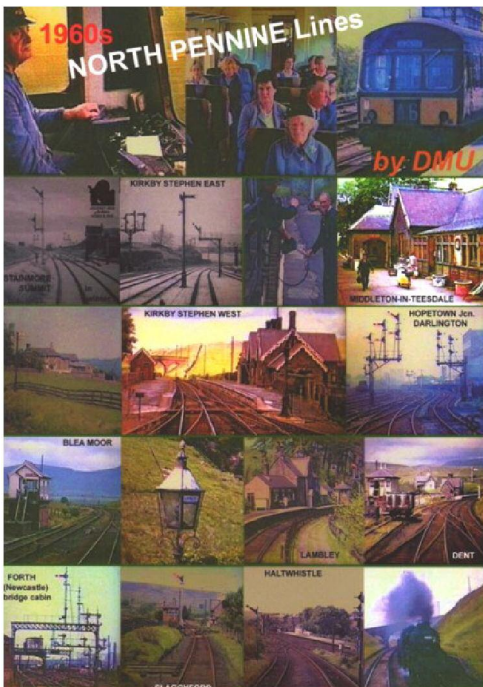
Haltwhistle to Alston and back in 1963

Haltwhistle to Newcastle in 1963

Skipton to Carlisle in 1967

Running time is 42 minutes

Price is £10 + £1.50 p&p



Made from 8mm silent film, with informative narration.

No attempt has been made to fake sound effects.

Running time 42 mins.

Profits from the sale of this DVD support Reigate & Redhill Live at Home Scheme (a branch of Methodist Homes for Aged, Charity no. 1083995) providing activities and friendship for elderly folk living alone in their own homes.

Steam & Teak DVD 73mins £10.00 * Reduced! *

A Tale of Two Hearts 60mins £10.00

NYMR LNER Gala 2008 Two disc DVD, 150 min, £10.00

Little & Large—NYMR Two disk DVD, 133min, £10.50

Teaks on the NYMR DVD £10.00 * Reduced! *

Season of Steam (1991) DVD £10.00

A Year on the Moors (1990) DVD £10.00

LNERCA T Shirt Blue (S, M, L size) £8.50

LNERCA Sweat Shirt Blue (only L, XL sizes left now) £16.50

New! LNERCA Mug: £5.00 each + £2.60 p & p

Please add £1.50 p&p per order. All items from Russ Whitwham, 54 Water Lane, Farnley, Leeds, LS12 5LX.

LNER Steam Action

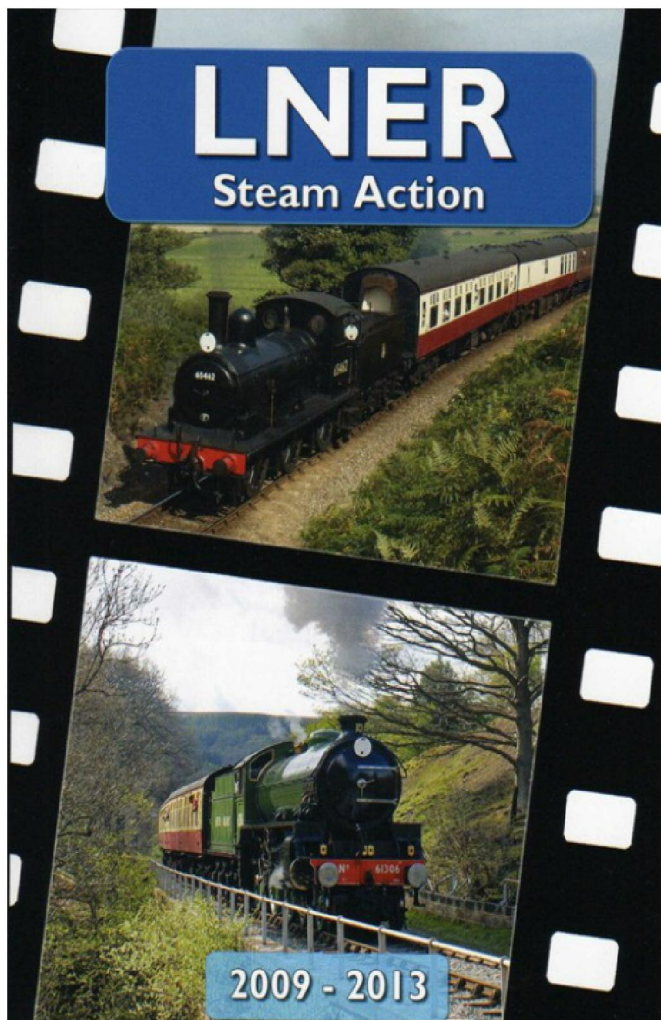
The LNER was the second largest of the “Big Four” railway companies created by the Railways Act of 1921. It was famed for its high speed luxury trains which ran on the east coast mainline and the streamlined locomotives developed to haul them although there were many other sides to the company of course and serving many industrial and coal field areas of the north east meant financial hardship during times of economic downturn. Thus many older classes of locomotive were kept in traffic longer than would otherwise have been the case. Being on the wrong side of the country from the famous Barry Scrap yard in South Wales, from which many of today’s preserved locomotives have been rescued, has left the LNER relatively poorly represented on the preservation scene. This DVD captures in action LNER locomotives on freight and passenger trains in the years 2009 to 2013.

Featured Locomotives

A1 60163 Tornado, A4’s 60007 Sir Nigel Gresley 60009 Union of South Africa and 60019 Bittern (also as 4464), B1’s 61264 and 61306 Mayflower, B12 8572, J15 7564, J72 69023 Joem, K1 62005 Lord of the Isles, K4 61994 The Great Marquess, N2 1744, N7 69621, Q6 63395, O4 63601, Y7 1310.

Running time approx 96 minutes

Price: £10.00



22118 mugs £7 + £2.60 p &p.

Steaming Around Britain 2014 4 disc set DVD £22.99 or Blue-Ray £25.99

DATES FOR YOUR DIARY

20th/21st Nov	WW		
18th/19th Dec	WW		

Working Weekends at Atkins Building unless otherwise stated. All members welcome, we'll find something for you to do whatever your ability!

Letters

I would love to publish some letters, but no-one seems to be writing any! Please get your "Mr Angry" hats on and put pen to paper!

Publication Dates

In future, we are going to try to publish the newsletter on a more regular basis, the aim being to try to bring it out in March, June, September and December, so please could all contributors supply their copy by the end of the preceding month.

This issue was delayed as it is the Editor's busiest time of year. It has been suggested that the publication dates are amended so as to be apart from Moorsline, so that the same information does not appear in both. Opinions on this will be gratefully received!

If anyone would prefer to receive their copy by e-mail rather than by post this does help to save on postage.

LATE NEWS

Sadly, the LNER train will not be featuring in the forthcoming visit of "Flying Scotsman" to the NYM as had originally been hoped, because the loco will be in BR green and it is felt that it will be better matched with a set of blood & custard Mk 1s for its visit. Hopefully, one day, it will revert to apple green and will then be the perfect match for our set of coaches. Despite this, we would encourage all our members to come to see one of Gresley's finest designs running on the NYMR and suggest that you also take the opportunity to visit the LNERCA in proper action in the Atkins shed.



DRAWING N° 12699.D

OPEN THIRD. (TRANSFERRED FROM E.C.J.S. 1925)

DIAGRAM N° 247.

