



**LNER**  
COACH  
ASSOCIATION



Founded 1979

**Newsletter No. 121**

**May 2020**



**All completed**



Photos: Murray Brown, Dave Cullingworth, Mike Pearson & Kieran Murray.

**Four Association's vehicles newly outshopped and look resplendent!**

- See pages 10-12

**The LNER - then and now. Over 70 years between old and new regimes**

See pages 6-8

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## View from the Chairman

What strange and unexpected times in which we live. I am writing these notes at what appears to be the height of the Covid crisis, and I must start by sending all members best wishes for your health and good luck in riding the pandemic out.

Our Association's first priority is the safety and well-being of our members, so we are following Government advice, especially as regards social distancing and self-isolation. Even though some of our volunteers would have liked to continue working

during the current lockdown, the NYMR itself is totally closed, so there is no opportunity for any of our work to continue at Pickering. We will not be able to resume there until the NYMR re-opens, the timing of which is unknown.

One immediate consequence of the pandemic is that our Annual General Meeting, originally scheduled for early May, is now postponed until later in the year, date to be advised in due course. However, please don't let that stop any of you contacting me with any of the questions you wanted to raise at the AGM, and I will do my best to answer them now.

### New maintenance agreement proposed

Before the crisis struck and the lockdown was imposed, we were close to reaching an Agreement with the NYMR for the hire of an eight coach teak set. In addition to paying hire fees the NYMR would be responsible for maintenance of everything below the coach's sole bar, and for safety critical items, whilst the Association would take over responsibility for the coach bodies, their interiors and varnishing. Given the serious impact that the crisis will have on the NYMR's cash flow over the next 12 months, it seems unlikely that the NYMR will be in a position to sign such an Agreement for some time. Its financial situation will become clearer over the next month or so along with its post crisis operational plans. Both the NYMR and the Association remain committed to concluding an Agreement as soon as possible.

It's not all doom and gloom. One thing our hardworking group of volunteers did manage to achieve before the lockdown was the completion of BTO 43567's overhaul, re-lining and re-varnishing. The coach received a total of 14 coats of varnish, all meticulously applied by our skilled team. Provided it is kept under cover once the new carriage stable is built, BTO 43567 should be good for at least two years before it needs another coat of varnish!

Its place in the Atkins shed has been taken by TTO 56856, which needs attention for leaks. It is hoped that this will be a quick job, because the National Railway Museum owned coach TTO 23956 is awaiting its turn for a 10 year overhaul. (Incidentally discussions have started with the NRM for a renewal on the lease of this coach from mid-summer).

Elsewhere in the Atkins shed ECJS 189 is progressing well, with attention being given to its internal ceilings and pullman gangways. Plans are also being prepared for finishing its roof once the lockdown is over.

Outside of Pickering, we have carriages located at several sites

across the country. At Kirkby Stephen our fully restored BTK 3669 is kept under cover in the new shed there, where it has been receiving a re-varnish and roof re-paint. Also there is LNERCA owned TK 3857, which is a long term restoration project, and NER LC 1111, a six-wheeler which it is planned to run one day in an authentic NER train.

The restoration group at Kirkby Stephen, the Stainmore Railway Company, own Gresley TTO 60505, whose restoration is coming on apace. It has bucket seats similar to those in our TTO 56856. In the spirit of co-operation with another group with similar interests, we have supplied a pair of vestibule doors for this vehicle, plus a set of accommodation bogies. We had planned a working volunteers' site visit there in June, but this has had to be postponed for the time being.

Meanwhile work continues at RSR North East at Spennymoor. The bogies for NER 945 were nearing completion at the time the lockdown struck, and much progress had been made on the overhaul of CL 88339, as can be seen from the photograph in this issue.

### Work starts on Fish Van framing

One other piece of positive news to report concerns the Fish Van E75169. By some good fortune and perseverance Andrew Daniel managed to obtain most of the wood needed for this project just before the shutters came down, and he now has these materials in his workshop. However, the body of the Fish Van is located with Pickering yard, so its re-assembly cannot commence until the NYMR is open again.

In conclusion, like all of us, I am impatient for this lockdown to be over. It will probably set us back quite a bit in terms of time, but we're in a good position to resume activities quickly once we're allowed to.

Meanwhile one event I don't think we should cancel just yet is our annual LNER Coach Association members train on Saturday October 3rd. Who knows where we'll be then?

**Nick Stringer April 2020**



**Next in line for attention after TTO 56856 is the National Railway Museum's TTO 23956, pictured outside the C&W shed on April 22, 2007. Talks are in progress between the LNERCA and the NRM regarding extending the loan of this superb carriage for another period. Photo: Murray Brown.**



# Thoughts from your 'bean counter'

The article below was drafted pre-corona virus but it is all still relevant. With your continued support we should be in a good position to get back on track when we are given the all clear. We all hope that we will see some trains running sometime this year. In the meantime, stay safe and enjoy the summer weather.

## It really appealed!

I first came across LNERCA in about 2013. I was helping my wife on a Girlguiding weekend where she had arranged for 24 Guides to help out at Grosmont while staying in the area. Under the eagle eyes of the Junior Volunteer leaders the girls undertook a variety of tasks which included cleaning a steam engine – needless to say, this was a new experience for all of us.

As part of the weekend we took the girls to Pickering on the train accompanied by the JV leaders who acted as guides to the Guides and definitely sparked a lot of interest when Harry Potter was mentioned at Goathland. During our stop over at Pickering, we were taken to the Atkins building and shown Thompson TK 1623. While looking at the quality of the work on 1623 a thought struck me – I was due to retire in a couple of years and the idea of working on teak trains (yes, I did know 1623 wasn't teak although it took a bit of convincing!) really appealed to me, so January 2016 saw me starting my regular weekly volunteering. After 41 years in the Civil Service it was nice to do something worthwhile!

As a relative newbie to the world of railway preservation it never ceases to still amaze me the sheer generosity of our members and volunteers in both time and money. Without this support these

wonderful historic carriages would have rotted away or been scrapped a long time ago. I think I can speak on behalf of all the volunteers that it gives you a great feeling of pride to see a splendid teak carriage behind a steam engine and I, for one, am looking forward to a full teak set again in due course. There's a lot of work between then and now but the end result of properly maintained teak carriages will be well worth the effort.

## New money regime

Since I took over as treasurer a few years ago, things have been changing. We are now VAT registered (and I thought I had left nearly 40 years of being a Vatman behind!) which will benefit us by being able to reclaim VAT on a lot of our costs. We are moving towards



charging the NYMR for using our carriages and doing our own maintenance which will involve more work all round but such is progress.

I mentioned above that there are a lot of generous people out there and the Association is very grateful for these. There are a couple of areas where you might be able to help out a bit more. The first is to consider when making donations to send them direct to our bank account rather than through PayPal. PayPal takes a commission from everything we receive through it. I don't want to put you off donating if you prefer to use PayPal but last year this commission came to over £150. As a certain small corner shop says – every little helps.

The main bank details are sort code 30-63-64 account No. 27410460. Please include in the reference what the money is for, ie membership (include membership number), donation (and whether it is for a specific carriage/appeal) or whatever.

The other area is to make sure your donations are gift aided if you are eligible. I intend to try and get a downloadable gift aid form on the website and in the meantime, you will find a gift aid form with this newsletter. It is a new requirement of HMRC that we get up to date gift aid declarations so please, if you already gift aid or you want to start, complete the form and send to me at: LNERCA Treasurer, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE This will ensure that we have the proper up to date details to back up our gift aid claim (which came to £9,762 this year - well worth doing!).

Enough warbling, I suppose I had better sharpen the quill and carry on with my work. . . . **Adrian Laming, Treasurer**

**Scenes from 2013 when the LNERCA's 'bean counter' first encountered our volunteers in the Atkins shed:**

**Left: Huge amounts of filling and flattening was taking place on TK 1623 - this is John Boddy at work on the cantrail.**

**Top: Doors have to be made to fit. Andrew Daniel adjusts one of 1623's doors.**

**Right: Seven compartment doors, stained in Indian Rosewood and two gangway end doors were being varnished.**



# LNER - then and now

LNER ended on December 31, 1947 and LNER started on June 24, 2018. In the post privatisation world of UK railways, it is strange that it took 25 years before a train operating company latched onto the idea of naming itself after the most prestigious of the 'Big Four' companies, the London North Eastern Railway. Yes, all the 'Big Four' companies had their aficionados, but the LNER stood out in so many ways, top of which was speed and style.

The current East Coast Main Line operator came about because the previous incumbent, Virgin Trains East Coast, 'handed in the keys', being unable to continue paying the government the premiums that it offered to win the franchise. LNER is owned by 'Operator of Last Resort', i.e., the government. It was the government which chose its name. Indeed, because it is government owned, this permitted the restoration of the famous initials on their own without the necessity of a private company name prefix, as was previously the case on the ECML with National Express and Virgin Trains.

When the 'Big Four' were formed on January 1, 1923, it was the original intention to have a 'Big Five', with Scotland being a separate company. The reason why this was not undertaken was because of the huge areas of rural and sparsely populated areas, this would not provide the wealth to sustain an individual Scottish Railway. Hence, the London Midland & Scottish Railway (LMS)



**LNER meets LNER. Here is the elite in traction developments spanning 80 years. Location - York station. Date - July 30, 2019. This was a press event staged by the East Coast operator, LNER, to mark the start of Azuma (the marketing brand name) of its Hitachi-built AT300 trainsets into public service between York and London King's Cross on August 1, 2019. On the left is Azuma bi-modal 800113, on the right the original LNER's own version of 'Azuma'. Photo: Robert Pritchard.**

**The huge change in carriage interiors from the 1930s to the 2020s is evident here. Air conditioning or steam heat with sliding windows? Sound-deadening or 'clickety-clack'? Table or air-line style seat? Buffet Car or trolley? Public address or nothing? What a staggering change in eight decades.**



and London & North Eastern Railway (LNER) took over all Scottish territory. It's a funny old world, for nearly 100 years later, a company, Abellio (shortly to lose its franchise) runs ScotRail.

The current LNER does more than give a nod to its illustrious forebear. For instance, the logo which was commissioned by the government, bears a resemblance to the original, in that both the 'N' and 'E' are bolden. It would have been a little too obvious just to 'pinch' the famed lozenge with LNER inside it. Instead, the 'N' has been given distinctive extensions which has given it an immediate original identity. Today's LNER also runs the 'Flying Scotsman' service and even has its modern equivalent of the legendary A3 Pacific in the form of a Class 91 91101 and Driving Van Trailer, 82205, bedecked in 'Flying Scotsman' regalia.

## So much has gone

There has been a staggering change in passenger amenities since the original LNER ceased and the present era - some 70 plus years. Today's timetable sees all express services timed at 125mph maximum compared to the practice of having a mere handful of 'crack' expresses. Whilst Mallard managed to hit 126mph, today's Azumas hit 125mph as a matter of course. Gone are the innovative cinema cars, the hairdressing salons and even secretaries! Gone, also, are compartment carriages - hard to believe that on the LMS, there was even an express unofficially titled 'The Corridor'. Also ceased in recent years has been one of the great railway traditions - the restaurant car. The original LNER offered numerous such full dining facilities. In today's world, all this has gone (apart from a GWR service) - thrown out in the name of commercialism where every seat matters. When the LNER (1923) was formed, it inherited Pullman cars from the Great Eastern Railway as the GER had an agreement with the Pullman Car Company. Reluctantly, the LNER introduced Pullman services, the first being the 'Queen of Scots' in 1923. These lasted until the BR era - 1978. Now they are history apart from on heritage railways and the private Belmond Pullman on the national system. There is one common denominator with the old and new LNERs and that is Doncaster Works. This famous Works built and overhauled the East Coast 'Pacifics' and rolling stock - and what is left of the 'Plant' - Wabtec's Works - still maintains LNER's Class 91 locomotives and Mk.4 trailers, and the Shop in which Flying Scotsman was built still survives to this day.







# LNER

### Acknowledging the past era

Today's administration has been quick to recognise the publicity benefits of staging photoshoots of Azumas with the likes of both Flying Scotsman and Mallard. Sir Winston Churchill once said 'a nation which forgets its past has no future'. LNER certainly remembers the first LNER. Coming up soon will be the centenary of the formation of the LNER and it can be revealed that the LNER Coach Association has had talks with LNER at York with a view to celebrating this notable milestone in the history of Britain's railways.

In reality, it is impractical to compare the old LNER with the new as so much has changed in the intervening years. However, there is just one small item which can be compared and which, frankly, the original London North Eastern Railway wins over its modern namesake.

Take your seats please on the 10.00 to Edinburgh and the 11.00 to Grosmont. Now which seat is the most comfortable? No contest! Many of today's trainsets have seat swabs of varying hardness. The (original) LNER had real springs in its seat cushions. The LNERCA clearly needs to invite train designers for a ride in TTO 56856 to Grosmont!

**A flight of fancy? What might have been? Perhaps it was tempting providence for the new LNER to adopt the much-loved apple green and teal livery for its Azuma fleet. This impression is the excellent handiwork of Tom Connell who has done work for LNER and whose website is well worth a look - [www.tomconnellstudio.com](http://www.tomconnellstudio.com)**



## Spennymoor: Update on CL 88339

By Nick Stringer.



**The panelling removed from CL 88339. This unique carriage is one of three in the care of the LNERCA which were built in the Edward Thompson post war era, and which were scumbled, i.e. the metal panelling was painted to mimic wood. With the doors away for repair, part of the rail below one window is being replaced, this being an area susceptible to water ingress and damage. Photo: Derek Winters.**

RSR North East is undertaking work for us on Thompson Composite Lavatory (CL) 88339 at their premises at Spennymoor, Co Durham. So far, all the doors have been removed and taken for repair to his workshop by joiner Jim Chittock. In addition, all the metal panelling on one side has been removed. It needed replacing anyway, and had to go in order to access the wooden framework behind, where a number of woodwork repairs were required.

As can be seen from the photograph taken inside RSR North East's workshop, all of one side's panelling has now gone, and much of the framework repaired. Once it is completed, and before it is fitted with new panelling, it will be inspected and subject to approval by LNERCA and NYMR personnel. Then the other side, which is thought to require less work, will be tackled.

Some upholstery has been found to have rotted, due to water ingress. Fortunately, we have stocks of the correct moquette, so the affected items have been returned to Pickering for re-upholstering.

When it comes to fitting the new panelling, the Association has plenty of experience of this, having worked on Thompson TK E1623E. Like that vehicle, the intention is to finish it in scumbled teak.



# Restoration progress

By Marcus Woodcock.

## Brake Third Open 43567

The plywood in the toilet end vestibule has been patch repaired, filled, sanded and the old vinyl refitted, some new trims were needed. Russ Whitwam has completed the full repaint of the van interior which looks like new again.

Due to the tight deadline to complete 43567 for the season, Roy Lingham lined the west side of the coach and contractor Peter Whittaker lined the east side. The transfers were then applied, our transfers are approaching 40 years old and are starting to deteriorate which causes them to crack and break up when they are fixed to the body. Two coats of gold paint are reverse painted onto the figures followed by two coats of varnish to help hold the transfer together whilst fixing, but some still turn out a poor job, we will have to order a new batch eventually. A further eight coats of varnish were applied by Neil Cawthorne, John Omrod and helpers, and then the body fittings were refitted.

43567 rolled out of the Atkins building the first week in March, ready for the start of the operating season, whenever that may be. Our thanks go to all those who have helped on this project over the last twelve months.

## Tourist Third Open 56856

56856 had been stored under the station roof since the end of season and has now moved into the Atkins building for emergency roof repairs. The roof covering has



**Completed: A beautiful sight as BT0 43567 is moved out of the Atkins shed. This was a job and a half - a joint collaboration of C&W staff and LNERCA volunteers which saw numerous repairs and all remaining varnish stripped to bare wood, prepared, and 14 new coats applied, as well as the intricate lining out. Photo: Kieran Murray.**



**Completed: After a huge amount of work by C&W and LNERCA volunteers, former Gresley Restaurant First 42969 is resplendent in LNER Departmental Oxford Blue, believed to be a 'first' in the preservation sector. For some years since this carriage arrived from Woolwich, it has been the upholstery workshop. It now resides in the isolated Beck siding at the north end of Pickering station. Photo: Dave Cullingworth.**

started to bubble with trapped water underneath, the failed areas are to be cut out and patch repaired to try and keep this coach watertight for another couple of seasons when it hopefully can be slotted into the maintenance programme for a major overhaul.

It was hoped to have the repairs done for the start of the running season in April but they had barely started when the C&W dept closed and it is now not known if the teak set will run this year.

## ECJS Restaurant Third 189

Mike Illingworth has started working through the coach fitting the lower ceiling panels, these are two pieces of 3mm flexibly laminated together after being coated in Eposeal primer to prevent rot. Keith Foster has been busy on the pantry walls - these have now had numerous undercoats rubbed down to give a smooth finish for the final gloss coats.

The inside of the attendants cupboard is now ply clad and painted, allowing work to start fitting the lighting switch board and associated cable runs.

The dresser drawers have had flush fitting NER handles fitted and are now varnished and rubbed down ready for the final coats. All the visible knee irons on the saloon walls are now filled and painted brown to match the teak and the last of the matchboarding fitted to the small saloon. It had been planned to start fitting the roof coverings during May coach week but this is shelved for the duration.



**Completed: The transformed 1308.** Hundreds of man-hours have been spent renovating the LNERCA's CCT, now adorned in LNER Brown. Like 42969, the CCT 1308 shares the Beck siding. *Photo: Murray Brown.*



**Covered Carriage Truck 1308**  
The last four of the rebuilt end doors were fitted to the north end in late February, the securing bolt mechanisms are refitted along with associated handles and cover plates etc. It is intended to fit some non-original cover plates to the bottom edge of the end doors to channel rain water outside the steel drop down doors. These were in production when the Covid 19 crisis hit and work stopped.

The CCT looks resplendent and is now on view to all our passengers as they head for the car park. Thanks go to all those who have worked on this van over the last two years but a special mention must be made of the 'door team' Joiner Brian Ford and Ken Richardson who have between them either rebuilt or made from scratch all fourteen doors for this vehicle quite an achievement!



**At Kirkby Stephen, Brake Third Corridor 3669 is once again looking its magnificent best.** This is the first side to be revarnished. Since arriving from the NYMR, it has been kept under cover, roof painted and chassis cleaned by volunteers from the Stainmore Railway. Blown varnish has been stripped back down and the whole carriage is being revarnished by Phil Anderson under contract. *Photo: Mike Thompson.*

## Retail Therapy - LNERCA Sales

We have a new DVD to tempt you all!

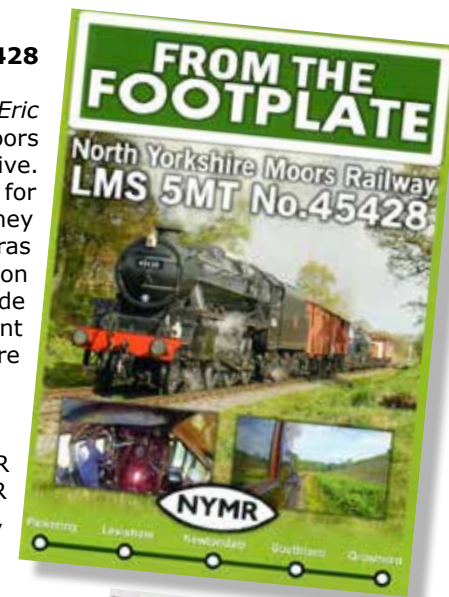
**From the Footplate NYMR LMS 5MT 45428 Eric Treacy**

This DVD features LMS 5MT No. 45428 *Eric Treacy* in action on the North Yorkshire Moors Railway, but filmed from a different perspective. With the locomotive turned to face north for the main 2019 season, join the crew as they tackle the gradients of the NYMR. Cameras were attached to the locomotive located on the footplate, the driver's and fireman's side of the cab, on the motion and on the front lamp bracket. Various lineside locations are also included.

**Running time approx 73 minutes.**

**Price £14.95 plus £1.50 p&p.**

Please send your cheque (payable to LNER Coach Association) to Russ Whitwam, LNER Sales Officer, 54 Water Lane, Farnley, Leeds, LS12 5LX



## Membership Matters

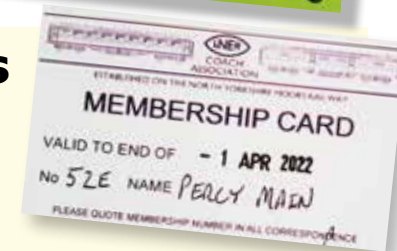
May I on behalf of the Association thank you all so much for your donations - these are gratefully received and go such a long way to keeping us going in our quest to restore these beautiful carriages. **Donations received via the membership Account from 01/01/20 to 31/03/20**

J Preston, Leeds; D Jobling, York; M & D Williams, York; B Robinson, Hull; WJ & S Berridge, Grantham; J Wilkinson, Middlesbrough; N Carter, Guisborough; ODW Smith, Salisbury; R Sowerby, Cottingham; AN & J Barton, Burton-on-Trent; DW Hall, Newcastle upon Tyne; TC Duff, North Shields; M Cooper, Brentwood; JW Bursell, Ripon; B Gaunt, Chandlers Ford; C Johnson, London; G Cobb, Hereford; M Holland, Boston; JF Barry, Letchworth Garden City; JH Seaton, Sweden; S & S Wragg, Scarborough; AW Ward, Spalding; E Oates, Stafford; JKW Pearse, Bradford-on-Avon; EA Midgley, Whitby; D & JM Hodgkinson, Derby; PJ Howell, Edinburgh; D & J Roethenbaugh, Pickering; B Orange, Leeds; B Jones, Sleaford and PN Trotter, Leeds.

As many members will be aware we operate a Gift Aid scheme which allows the Association to collect the tax already paid on subs. Last year this raised over £9700 at no additional cost to members.

I am sending out a Gift Aid form with renewals to those members where we do not already have a valid form or an indication that they do not wish to use Gift Aid. If you can, please use this or, advise me if you do not wish to use the scheme.

**Peter N Wilson, Membership Secretary**



# Secretarial Synopsis

By David Cullingworth.



## Annual General Meeting 2020

The planned date of Saturday May 16 is obviously not achievable due to the current circumstances and the meeting will be rescheduled later in the year. The May 'working week' is also cancelled as that was the week before and unlikely that things will have returned to normal by then. The August 'working week' at the end of that month will be reviewed through the summer.

## GNR Brake Third Diner 436

Due to the extremely poor condition of this rare body, nobody could be found to take it on. I had mentioned it on social media and contacted several railways, museums and carriage groups. The issues were many - lack of underfloor framing, difficult access, poor weather conditions and insufficient time. An option of cutting into sections and putting into store was considered but, again, too much of a commitment for groups like ourselves that have 20 - 30 years of restoration work ahead of us. This is notwithstanding a likely £500 - £800K cost to sort the body out and ½ an acre of rainforest to provide timber for the underfloor frame and lack of any engineering drawings!

Prior to the owners breaking it up, we were able to salvage clerestory fanlights and internal saloon matchboarding that can be used in 189. We worked with two other interested parties on recovering spares; Tony Lyster from the Buckingham Railway Centre and the owners of GNR Luggage Composite body No. 2935 at North Cave. The work took place on Saturday February 8; the weather forecast for the Sunday was terrible, with storms and so the Sunday working party was cancelled.

The owners wanted the site clearing by the end of the week so the body remnants were broken up and burnt by the following weekend.

All in all, a sad end to what would have been a magnificent 12 wheeled carriage with two saloons available for dining and two smaller compartments for non diners and a small brake van and luggage area.

## Hull & Barnsley Railway Stock Fund

With ties between our two organisations becoming closer, I have been helping Peter Cox from the H&BRSF put in an application to become a Charitable Incorporated Organisation. These are exciting times with H&BR Coach 58 now located at Hull College as part of an apprentice training scheme - Project 58. The LNERCA is also hoping to benefit from this partnership with availability of CAD design facilities and offer of help with design for the lights and chairs in 189. Darren Storrer, Curriculum Leader at Hull College, visited Pickering and was shown around 189 and was very impressed. The LNERCA has also been giving advice around timbers and methods of restoring timber frames.

## Audit of bogies and chassis at Spennymoor

Week commencing March 2, I visited Spennymoor and surveyed the six bogies and two bogie frames stored on site. There are also two chassis stored there, both with interesting histories. One is from short TTO 60625, destroyed by arson at Carnforth in 2000. This chassis was sold to Stephen Middleton and used as an accommodation chassis for the NER Electric Autocar 3170 during restoration. It was then sold back to us in 2017 (mainly for the bogies and other spares). The

other chassis is the one that Stephen put under 189 when it was at Embsay. This was originally from LNER First No. 6450 that was fire damaged at Immingham docks when in use as an Internal User No. 041568.

We identified a pair of bogies for the Stainmore Railway Company to use for accommodation bogies for its TTO 60505 whilst its bogies are overhauled. These bogies have now been collected.

## Gresley Buffet Car 641

641 was used in the run up to Christmas but suffered from running a hot axlebox. Prior to lock down, it had been returned to the main carriage shed to be lifted to remediate issues with the white metal in the bearings. There it remains until things get back to normal.

Nick Stringer and I have been putting together a business case to present to the NYMR for reinstatement of the Stills boiler.

Jim Kay has kindly loaned the association an LNER counter top display cabinet to use in 641. Initial thoughts were that this had come from a Buffet Car or Buffet Lounge Car but the construction of it suggests that it would have been used in a station refreshment room. The aluminium frame has wood inserts and allows it to be screwed together and it would not have been robust enough to be used in a moving vehicle. It also was a lot taller than cabinets shown in contemporary photographs and the steward behind the counter would not have been able to keep eye contact with the customers.

Jim has agreed for the cabinet to be modified and made smaller and the plate glass replaced with toughened safety glass. The reconstruction is being undertaken by Mike Faulkner and when rebuilt it will be more solid and safer to use in 641.

**"A slice of Lemon Cake or Battenburg, perhaps, madam? Alternatively, how about some of Mrs Woodcock's carrot cake? We can recommend the fresh scones and strawberry jam, cooked by our master chef, Jim Kay." "No, thanks, six bacon butties, please". The addition of this superb LNER 'furniture' on the Buffet counter will enhance the ambience and provide marketing opportunities - as will the refitting and operation of a genuine Stills hot water boiler. Real coffee on offer at long last, notwithstanding fresh tea in a pot. Photo: Dave Cullingworth.**





# Who's Who? – LNERCA Trustees

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<b>Stores Manager</b>	Mark Stovold, Email: mark_stovold2@btinternet.com

## LNERCA Rolling Stock Fleet

### LNERCA VEHICLES

NER LC 1111  
ECJS RTO 189  
NER RFO 2118  
Gresley BCK 10178  
Gresley RF 42969  
Gresley TK 23896  
Gresley BTO 43567  
Gresley TTO 24109  
Thompson BG E110E  
Thompson TK E1623E  
Thompson CK E18477E  
Thompson CL 88339  
Fish Van E75169  
CCT E1308E

### BUILDER

York, 1890  
Doncaster, 1894, to Diagram 25  
York, 1922, to Diagram 204  
York, 1924, to Diagram 34  
Doncaster, 1929, to Diagram 10C  
BRC & W, 1935, to Diagram 115  
York, 1935, to Diagram 191  
BRC & W, 1936, to Diagram 186  
York, 1948, to Diagram 344  
York, 1950, to Diagram 329  
York, 1950, to Diagram 328  
Cravens, 1947, to Diagram 338  
Faverdale, 1949, to Diagram 214  
York, 1950, to Diagram Y006

### STATUS

Stored Stainmore Rly  
Under restoration  
In store unrestored  
In store unrestored  
Upholstery workshop  
In store, partly rebuilt  
Serviceable  
In store, partly rebuilt  
In store  
Serviceable  
In store, partly rebuilt  
Under repair  
Under restoration  
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	Receiving attention
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, 1935, to Diagram 167	Serviceable
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
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