



**Founded 1979**

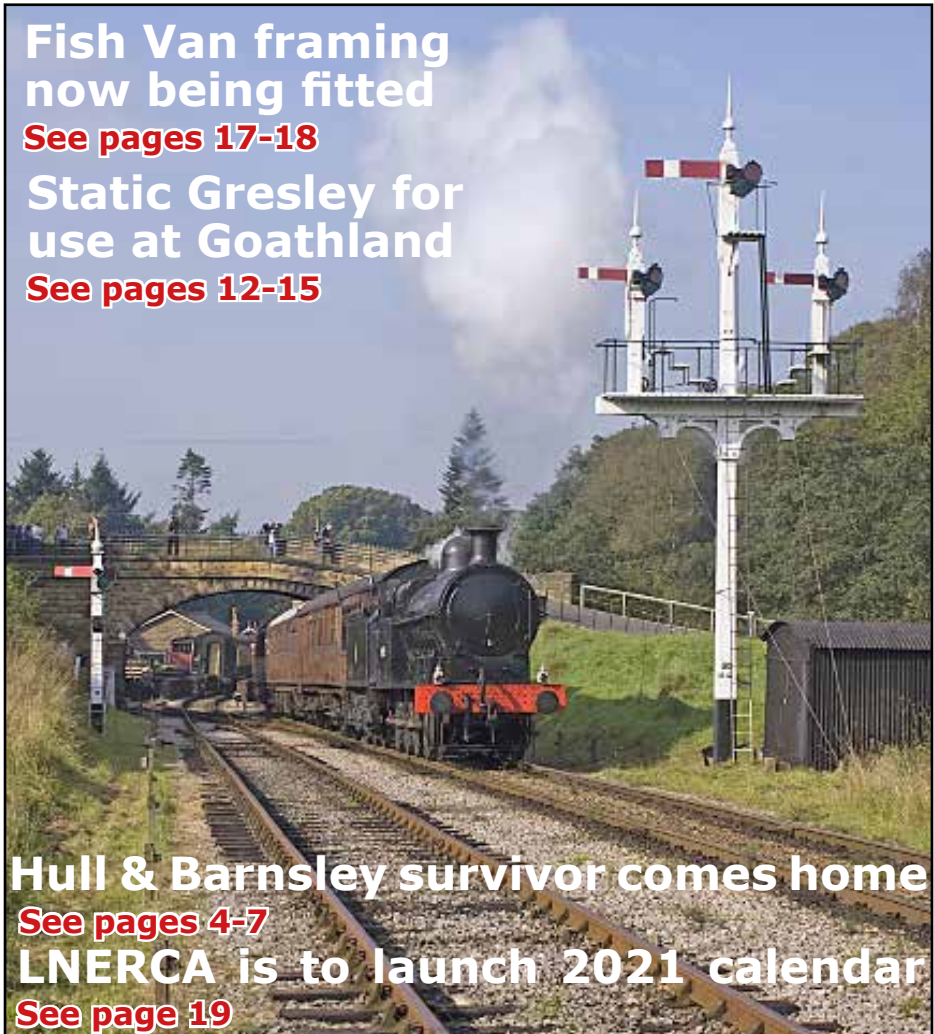
# **Newsletter No. 122 August 2020**

**Fish Van framing  
now being fitted**

**See pages 17-18**

**Static Gresley for  
use at Goathland**

**See pages 12-15**



**Hull & Barnsley survivor comes home**

**See pages 4-7**

**LNERCA is to launch 2021 calendar**

**See page 19**





## View from the Chairman

Three months have passed since the last Newsletter, and the Covid crisis is still with us. Despite the Government's partial lifting of lock down measures, it is clear that life is not going to return to pre-pandemic normal until a vaccine is available, which may be some months away. Therefore, we must plan accordingly. The good news is that the Atkins shed has re-opened to us, but we have had to take unusual measures like temperature checks on entering the building, social distancing rules, hand sanitisers, etc. No visitors will be allowed, and no volunteer will be allowed to attend without pre-booking. Consequently, the number of volunteers will be limited, which is a shame because before lock down we had an abundance. Less volunteers means slower progress on the coaches. Therefore inevitably our carriage restoration timescales are going to be longer.

The NYMR is starting a limited service from August 1st, which may be expanded depending on demand and if circumstances permit. It does not include use of the teak train, so with regret we have decided to cancel the annual LNERCA special train, which had been due to run on Saturday October 3rd. However, we do plan to resume in 2021, which has the benefit that it gives us more time to get more coaches ready to put in the train.

Our Annual General Meeting, which had to be postponed, is now planned for Sunday October 4th at 10.30 a.m. in the Classroom on Pickering station platform 2. Social distancing rules will be applied. The meeting will include a presentation on the Association's activities and plans, the opportunity for questions and discussions on our future strategy. Do please notify our Secretary, Dave Cullingworth, in advance, if you intend to attend, so that we can prepare the room properly before everyone's arrival. In addition, we are restricted to the numbers attending.

### And now, the good news

Meanwhile, despite the lockdown, there are positive developments for the Association on which to report. Firstly I am pleased to report that the agreement with the National Railway Museum for us to be custodians of Gresley TTO 23956 has been renewed. This is timely, as overhaul and re-varnishing of this coach will be our next major project once we have sorted out the roof leaks on Gresley TTO 56856, which is currently in the Atkins shed.

Good working relationships have been developed with the Hull & Barnsley Railway Stock Fund. We have many areas of common interest, in particular working with them and Hull College in the design and production of interior fittings for ECJS 189. Two of the Fund's

**Front cover photo by Gary Lyne. The National Railway Museum's G2 No. 49395 leaves Goathland with the afternoon service to Pickering on September 26, 2008. Pop mogul Pete Waterman was instrumental and a key figure with the campaign to restore this classic LNWR machine.**

coaches are now in Hull, positioned just outside Hull College, where they are destined to be worked on by students from the college.

Relationships with the Stainmore Railway Company have also flourished, and we plan to work with them on their 'Timeless Trains' project. This is a collaboration together with the Locomotive Learning and Conservation Trust and ourselves to create an NER period train at Kirkby Stephen, for use on special events and filming work. It was very frustrating that, because of the Covid pandemic, a planned visit to Kirkby Stephen by working LNERCA volunteers had to be cancelled, but it will be reinstated next year.

Another heritage railway with which there has been much contact is the Yorkshire Dales Railway, which runs between Embsay and Bolton Abbey. They have kindly rented us a small parcel of land on which to store some of our larger spares, like Gresley bogies and a surplus underframe. These items had been temporarily stored outside at Spennymoor, having had to be moved off the NYMR to allow the carriage shed to be constructed.

One project where there has been substantial progress of late has been the Fish Van, where Andrew Daniel has been quietly progressing the woodwork in his workshop, to the extent that it is all about to be sent to Pickering for re-assembly to commence. The Fish Van is urgently needed for housing spares, so that Mark Stovold can continue his good work in sorting out our workshop in Pickering yard.

Although 2021 may seem a long way off, it's not too early to think about having an LNER Coach Association Calendar, for the first time since 2007. Calendars for 2021 will become available in September at a price of £10 each plus £1.80 p&p. It would be immensely helpful if members could pre-order their copy from Russ Whitwam, our sales officer, simply by e-mailing him on russ.whitwam@gmail.com. No need for payment at this stage.

### Looking ahead to the next restoration

In a previous edition of this Newsletter, I made an appeal for funds with which to re-start the restoration of TK 23896, currently stored under cover at Spennymoor. Our New Zealand member, Charles Manning, kindly offered to match fund if we could raise £5,000. Thanks to his and your generosity, we have done that, so we now have a total of over £10,000 for this cause. With this funding we would have been able to make a start, were it not for Covid. However, we are putting together a restoration plan for this coach, for implementation as soon as we have more freedom of movement.

Finally, like every other heritage organisation, we have the familiar challenge of raising money to enable our restoration work to continue. Fortunately, the Association has amongst its members some very generous donors, without whom our work would not be possible. However, we are now approaching a point with the ECJS 189 dining car where we will have to spend significant sums of money on its interior fittings. Even if you have previously contributed towards what will be one of the finest carriage restorations ever done, please consider another donation. Once we are fully back to work, there's not that much left to do, but we will need help. Wishing you all good health in these challenging times.

**Nick Stringer August 2020**

# Homecoming of Hull & Barnsley No.1

By Bruce Robinson, H&BRSF.

One hundred and thirty-five years after first arriving at Hull, and one hundred years after it last left, Brake Third Class carriage No. 1 has been moved back to Hull by its custodians, the Hull and Barnsley Railway Stock Fund (H&BRSF)

Built in Manchester in 1885, H&B Carriage No. 1 saw 34 years' service with the railway until it was sold in 1919 to the Neath and Brecon Railway, which later became part of the Great Western Railway. From there it was sold out of service and converted to a house in The Narth, Montgomeryshire. For the next sixty years, the carriage formed part of a 'U' shaped configuration serving the family that had acquired the vehicle.

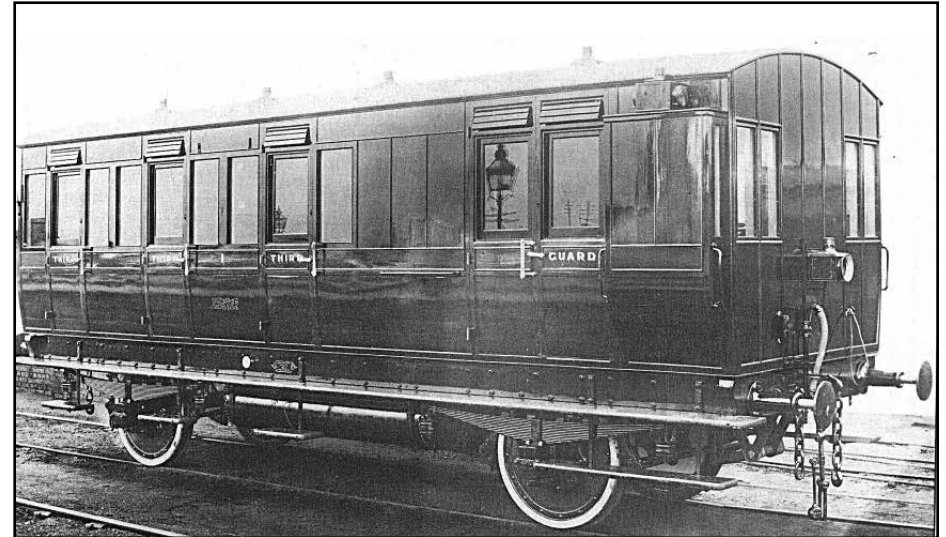
## Used as a home for 60 years

Due to plans to develop the land upon which the carriage stood, No. 1 was acquired by the Museum of South Wales, but having stored the carriage in the condition it had been acquired, the Museum decided it didn't have a place in their future plans. Following discussions with the H&BRSF, the vehicle was gifted to the H&BRSF for restoration.

In 2013, No. 1 moved from South Wales to the Elsecar Heritage Railway (EHR) in South Yorkshire where it had been offered a home. Upon arrival at the EHR, restoration began under the care and supervision of Allan Halman. Initially, the vision was to restore No. 1 for use as a café, because the costs of full restoration were thought to be prohibitive, especially as the carriage requires a new underframe and running gear. Since its arrival, volunteers spent many hours removing what seemed like vast amounts of nails embedded in the structure, as well as cosmetically restoring one side.



**No. 1 (nearest the camera) is pictured in 1986 prior to its removal from The Narth after sixty years as a home. The second carriage body of GWR origin was dismantled, but yielded spares for other preservationists. Photo: Terry Cane.**



**A Works photograph taken of No. 1 when brand new in 1885. The builder was the Ashbury Railway Carriage and Iron Company, Manchester. The company employed some 1700 workers and in 1902 moved to Saltley, Birmingham. The company merged to form Ashbury, Brown & Marshalls. This was later absorbed to become the Metropolitan Amalgamated Railway Carriage and Wagon Company which evolved into the famous Metropolitan-Cammell Carriage and Wagon Company. The last stock built were the West Coast 'Pendolinos' in 2004. Photo: H&BRSF Collection.**

Trainee dental surgeon, Alex Caulfield helped with the reinstatement of the Third Class designation on the doors. Steady progress was made by weekly work parties, despite the limitation of volunteer man hours.

## Evicted from Elsecar

But then, more recently and quite suddenly, the EHR's future plans changed, and in March 2020, the H&BRSF were issued with the requirement to remove No. 1 off the Elsecar site by May 31, 2020.

This was an extremely challenging timescale to meet just as the Covid 19 lockdown began. Nevertheless, steps were immediately taken to find a new home for No. 1, via social media and reporting in the specialist railway heritage press. After evaluating several options, the optimum solution was to move No. 1 to Hull College (Queens Gardens site), to be restored alongside another H&BRSF carriage, No. 58, which was moved there at the end of 2019.

As this move was unplanned, an appeal was made to supporters for help with the transport costs. A written communique to members included a donation form and SAE, a general appeal was made on Facebook and a crowd funding initiative undertaken. The response far exceeded expectations and thanks go to all who have helped financially. It is highly encouraging that this little vehicle has tapped into such a vein of interest.

What of the future? Following the deflated morale caused

by the ending of the association with the EHR, the order of the day was to turn a negative into a positive. Attention is now being given towards the means by which the carriage can be made to run again, i.e. an underframe. Although the carriage was built with a timber underframe, that might not be suitable for today. We have plans!

We also plan to progress the publicity opportunities offered by locating Nos. 1 and 58 together under the same educational initiative. After last rubbing shoulders 100 years ago, the two carriages are now reunited, in a common endeavour. Subject to the ending of Covid-19 regulations, it is planned to run open days for the public to access and view both carriages first hand.

### **Our pleasure to acknowledge**

We must thank in particular the LNER Coach Association, AES South Yorkshire and Hull College for their patience and support to the move. We must also place on record particular thanks to Darren Storrer of Hull College for his time in arranging the relevant health and safety and logistical tasks at a time when both he and other staff faced significant demands on their time. The H&BRSF is indebted to the Bluebell, IoW Steam Railway and Welsh Highland Railway for their advice in how to shorten underframes as the Fund would like to return No. 1 to operational order in the fullness of time.



Home in Hull. It is over 100 years since H&BR No. 1 was last in Hull. It was unloaded on June 26 this year outside the Hull College, where it joined Lavatory Brake Third No. 58, for so many years a resident of Goathland station sidings. This carriage moved to Hull in December 2019. *Photo: Bruce Robinson*



Looks good! Unveiled in its rightful home - Hull. No. 1 appears assured for a bright future. *Photo: Bruce Robinson.*



The Hull & Barnsley Railway Stock Fund's Lavatory Brake Third No. 58 was moved to Hull College for restoration at the end of last year - pictured on a wet A64. The convoy would later travel over the M62, which in one location east of Howden was built on the trackbed of the Hull & Barnsley Railway. No. 58 thus travelled over its former line! *Photo: Mike Haddon.*

# Secretarial Synopsis

By David Cullingworth.



## Annual General Meeting 2020

Due to the current Covid-19 crisis and effective closure of the NYMR, the AGM scheduled for May was postponed. We have now rescheduled this for October 4 and it will be held as usual in the Classroom on Picking station. The NYMR is to reopen on August 1 with trains running for pre-booked passengers only. Due to current social distancing measures, we have to enforce a maximum number of people who can attend the AGM. This will be 20 people and seating in the Classroom will be spaced out accordingly.

It is essential that if you plan to attend the AGM that you register with me directly. People who are not registered will not be allowed access to site. We believe that the NYMR will be checking and only allowing people onto the platforms who are either travelling or attending meetings on the station.

## Coach Weeks

The two working weeks for 2020 (May and August) have both been cancelled. Although by August we are expecting to be able to recommence restoration work in the Atkins shed, yard and workshop, this will be for a much-reduced number of people in a very controlled working environment.

## Timeless Trains

There has been some happier news over the last few weeks. We were approached by Toby Watkins, Chairman of the Locomotive Conservation and Learning Trust (LCLT) and Mike Thompson from the Stainmore Railway Company (SRC). They are working on a partnership called 'Timeless Trains' which has an objective of creating an NER period train (and, an LNER period one), at Kirkby Stephen for use on passenger trains and available for hire for filming contracts. They want to include our NER Luggage Composite 1111 in this project, to which we have agreed, and we are delighted to be part of what will be an exciting partnership. The LCLT are owners of NER J21 loco 876 (BR 65033), NER store van 5523 (under restoration at Kirkby Stephen East), and the body of NER 5 compartment third 2051. More details can be found on the website <http://timelesstrains.org/>

## Spare chassis and bogies

We have had a couple of chassis and about eight bogies stored outside at Spennymoor, County Durham. RSR Engineering advised us that the site owners needed this area clearing so we have had to arrange to get the items moved by the end of July. To this end, a set of heavyweight bogies were sold to the Stainmore Railway Company as accommodation bogies for TTO 60505.

As you will be aware, we also had a 52' suburban chassis on which 189 was delivered. We had this earmarked on which to possibly put the Gresley CL body in Aberdeenshire. We had been keeping our eye on this body as a possible future acquisition. However, at the December Committee Meeting, it was agreed that we just could not manage this in the foreseeable future and we should try and find another group who might take it on as a project. Happily, the Ferryhill Trust in Aberdeen are hoping to take this body as a follow-on project to their GNSR steam railmotor saloon. They are going to acquire the chassis from us for this project.

The remaining 52" chassis (ex TTO 60525) and remaining bogies are to be moved to the Embsay & Bolton Abbey Steam Railway where we have leased some land on a five-year agreement.

# Membership Matters

Members have once again been so generous and it is my grateful thanks to you all for your continued support - so vital in our aims which you all share. Donations received via the membership Account and general fund from the last Newsletter:

AF & G Anderson, Peterborough; AN Barton, Burton-on-Trent; A Beckett, Bristol; A Marsden, Darlington; A Middleditch, Hitchin; AM Snowden, Redhill; B Pickup, Hove; Bellerby Study Group, C Hall, Royston; DJO Caffall, Huntingdon; D Griffith, Wakefield; DK Young, Staines; D Sunderland, Newcastle Upon Tyne; DW Wood, Guisborough; JS Dawson, Garforth; P Dealtry, Garforth; Dr Thompson, Hull; EC Taylor, Hunstanton; G Nodes, Sutton on the Forest; ID Jefferson, Plymouth; JF Barry, Letchworth Garden City; JKW Pearce, Bradford-on-Avon; JJ Maxim, Ipswich; JR Brown, Hull; JT Taylor, Sutton-in-Ashfield; J Wilkinson, Middlesbrough; J Wood, Royston; KE Foster, Scarborough; L Copley, Robin Hoods Bay; MA Jewson, Leeds; M Allatt, Richmond; MW Brown, Gateshead; M Chapple, Darlington; M Gwilliam, Malton; M Holland, Boston; M Papworth, Shipley; MH Torrance, Downham Market; N Stringer, Knaresborough; P Brunsdon, Brough; GC Pettitt, Woking; R Buckthorne-Cooper, Chelmsford; RA Hill, Bewdley; RJ Thompson, Chesterfield; S Cox, Leeds; SR Jenkinson, Worcester; S Little, Newark; TR Hayward, Maryport; W Taylor, York; D Williams, York; D Bent, Nottingham; GR Hodgson, Royston; J Dingwall, Hitchin; J Kell,; P Jewson, Leeds; R Burns, Falkirk; S Hartley, Doncaster; J Watkinson, Driffield; WJ Berridge, Grantham; MH Stovold, Pickering; P Adams, St Neots; C Allen, St Albans; H Robertson, London; HG Coppock, Matlock; MG Thompson, Stockton-on-Tees; R Barrett/B Hudson, Guisborough; J Mottram, Welwyn; CH MacLennan, Haywards Heath; P&A Johnson, Whitley Bay; C Johnson, Whitley Bay; CS Thompson, Bishop Auckland; JS Mills, Doncaster; MA Coleman, Crediton; JA Banham, Sheffield; JD Hubbard, Grimsby; C Manning, New Zealand; and D Percival, Knebworth.



The LNER Coach Association has over 200 members and is slowly growing. Do you know any friends or acquaintances who might be interested in joining our ranks? With a quarterly Newsletter and benefits, together with our annual members' free train, plus the chance to work on restoring our fleet, all in all, it's a good cause to join! Do please let your friends interested in railways know of the LNERCA! Thank you.

Peter N Wilson, Membership Secretary

Happy memories of the formative years of the North York Moors Historical Railway Preservation Society. Lambton Tank No. 29 passes Moorgates bound for Eller Beck. All three carriages are unique and all are still with us. On the rear is Hull & Barnsley Railway Stock Fund's Brake Third No. 40, in the centre is Thompson Composite Corridor No. 18477 (partly restored and in the LNERCA's queue for restoration) and behind No. 29 is the Thompson Composite Lavatory No. 88339 (currently receiving attention at Spennymoor). *Photo: Bryan Thompson.*



# Another Gresley for the Moors

*By Murray Brown.*

The ranks of the LNER carriages on the NYMR are to grow by one in the near future, although not one belonging to the LNER Coach Association. It is owned by the railway itself and is to be a static 'Education Coach' based at Goathland.

An integral, mandatory, aspect of any application for Heritage Lottery funding has to be compliance with the educational and interpretive elements of the project. Whether too much emphasis is placed on this aspect of HLF funding is a discussion point. However, 'he who pays the piper calls the tune'. Thus, one of the key planks for the multi-million pound 'Yorkshire's Magnificent Journey' project had to involve such a facility. With this in mind, a vehicle needed to be procured to fulfil this aim.

What was chosen was a LNER Gangwayed Passenger Brake, i.e., a full brake vehicle (BG). In fact, to be precise, the selected carriage is a BGP, the 'P' denoting it was equipped internally to carry homing pigeons.

## Pigeon English

Racing pigeons was a huge pastime in days of yore, particularly in the North East and East Anglia. It is hard to believe nowadays that at one time whole trains journeyed across Great Britain containing BGPs (and BGs) and, at a designated location and strict timetable, staff would release thousands of



**BGP 70754 is pictured at its home for 14 years, most of which were in this state with both bogies derailed as a result of a severe shunt. Soon after withdrawal, it was given an Internal User number of 041366 and used as a stores van. As can be seen, its condition was already somewhat decrepit. Photo: Murray Brown.**



**At the end of 2019, the Gresley pigeon van 70754 was in a woebegone state, with panelling missing and, structurally, in a terrible state. It is pictured at the rear of RSR North East's Spennymoor premises, County Durham. With Lee Sharpe Engineering winning the contract to convert the BGP to a static Education carriage, it was moved to Wirksworth on the Ecclesbourne Valley Railway in April 2020. Photo: Murray Brown.**

birds which would make their way back home to their fanciers' lofts. The BGP vehicles had shelves on which were placed the boxes of pigeons, whilst the boxes of birds were placed on the floor of the BGs. These trains would often be of considerable length – eg 15 vehicles and would also convey a carriage for the organisers who were known as convoyeurs. Their duty was to accompany the birds, keep them fed, and release them at the given place and time. A huge number of four-wheeled vehicles were also used for pigeon conveyance, particularly in East Anglia.

## Fate ensured its survival

No. 70754 was built at York in 1943 to Diagram 245. It would have travelled nationwide on pigeon duties and general merchandise traffic but, as is so often the case with non-passenger carrying carriages, its individual history and Works attention is non-existent. It can be revealed for the first time that 70754 was withdrawn at Heaton depot, Newcastle, after a working life of 34 years on July 7, 1977. It was earmarked to become a Barrier vehicle for the movement of new High Speed Train sets, i.e., a connecting vehicle between the locomotive and the HST. However, a change of decision saw it, instead, retained for internal depot use – a stores vehicle which would not leave the depot and was accordingly given an Eastern Region Internal User vehicle number – 041366. ('04' was the Eastern prefix).

This first turn of fate was followed by a second. It had been parked at the end of a siding when a rake of vans was propelled a little too hard into it,

resulting in the both bogies derailing. There was no urgency or need to rerail it – Heaton was an exceptionally busy parcels, passenger vehicles and DMU depot – so there it was left – and the years flew by, as did the pigeons.

### **New life just down the road**

Its sojourn at Heaton lasted a remarkable 14 years. In 1991, this LNER survivor was moved to the North Tyneside Railway, only a few miles from Heaton. It had the distinction and claim to fame of being the last Gresley BG vehicle still on the national system, albeit an Internal User vehicle, but it was still 'on the books'. On the NTR, some attention was given to it – one side was painted to look like wood, but its location was not secure and it soon began to attract the attention of vandals.

The LNERCA was only too aware of its significance – in original condition and, incredibly, still with gangway ends fitted – but against the suggestion of the Association trying to obtain custody was the usual problem of having more than enough of our own carriages in the queue for restoration, and the fact it was a non-passenger vehicle which would make it difficult to be accepted on the NYMR. 70754's condition deteriorated over the years and eventually the NTR management began looking for someone to offer a new home for it as it did not fit in with that railway's requirements. In fact, one of the NTR's volunteers was in regular contact with the writer suggesting the LNERCA should become its owner. 'Twas not to be.



**LNER designed BGP 70754 is slowly being transformed. It was in an appalling state - corrosion on metalwork and rot and woodworm in many areas. After months of work, it is now taking shape to become a static Education carriage, to be based at Goathland as part of the Yorkshire's Magnificent Journey project. The new panelling above the waist rail is Tricoya - MDF which is treated so it is extremely weatherproof and durable. Photos: Lee Sharpe.**

### **Salvation beckoned**

Fast forward and the emergence of the 'Yorkshire's Magnificent Journey' project saw the BGP procured to become the static Education Coach to be stabled at Goathland. In June 2019 it was moved to DC Engineering, Shildon, this company later moving premises to Spennymoor. Lee Sharpe Engineering won the tender to undertake the conversion, so 70754 was moved to Wirksworth on the Ecclesbourne Valley Railway in April this year.

The carriage was in dreadful condition and would have cost an enormous amount had it been intended for it to be made operational. At Wirksworth, a huge amount of remedial work has been undertaken to make it fit to become a display vehicle. Originally to be panelled in steel, a treated form of MDF is being used instead, which is seen as more durable than original teak, not that it is easy to obtain long teak panels these days. It is also to be painted in NER crimson.

On its return to Pickering, it will have its first rail journey in some 20 years to begin another lengthy static era when it is towed to Goathland. Or you could say pigeon toed!

So, 70754 lives on, but to quote Star Trek's Dr Spock "not as we know it". Without wishing to ruffle feathers, in some ways, it is sad that this BGP, one of only seven survivors of its type, is being modified for its chosen role. This is because the LNER pigeon traffic was such an important traffic and revenue-earner for the LNER and BR that, because of its intact status, it might have been considered to be restored to its former use – with descriptive and explanatory boards to show the public an era which has passed into railway history, with the NYMR being able to run charter pigeon specials with catering for fanciers and followers - another 'first' in the preservation sector. But that is a flight of fancy if you will pardon the pun. Its extremely poor condition and the horrendous cost of rectifying years of neglect ensured this idea would never get off the ground. . . . The LNERCA has ensured any internal fittings removed for its new role have been retained and safeguarded.





# Restoration progress

By Marcus Woodcock.

For obvious reasons there has been little progress since the last newsletter when Covid19 pressed the hold button. However, after a NYMR/LNERCA meeting in early July we were given the green light to return to work and Pickering C&W dept is slowly returning to life, indeed it is surprising how much vegetation has appeared in the yard since we left!

## What? No tea?

Of course things are not quite the same and won't be for a while, I suspect. We have "anti-social" distancing to cope with and a temperature monitor for all at the beginning of a shift. The sink is now for handwashing only and, horror of horrors, no kettle or tea mashing allowed so bring a flask! I can hear the grumbling from here! Probably the worst hurdle for us is the closure of the sleeping car probably until next year. This means our volunteers living further away are unable to stop overnight and it is not practical for them to come for a day. Thus we have lost many man hours that we rely on. Initial reports are that the LNER train will not run this year, which is disappointing, but at least it does give us some breathing time to try and rectify some of the maintenance backlog.



**TTO 56856 has had its roof patch repaired and will now receive two coverings of Durashield. It is pictured with bonding primer applied. Photo: Paul Johnson.**

Not surprisingly, the NYMR has put the very nearly signed maintenance agreement on hold which means we have little funds to spend on sorting out the mess, so if you are unable to join us to volunteer, please just send us some money!

**Jim Chittock has the 12 doors from Thompson CL No. 88339 in his York workshop where he has stripped all of them to the frames to ascertain what repairs are required. Here is an example showing the severity of the damage, though not all are in this state. Photo: Jim Chittock.**



## Two Tourist Third Opens to fix

We have of course plenty to do. First on the list is TTO 56856 which is in the Atkins building for emergency roof repairs. The suspect areas have now all been marked and patches cut out ready for repair. Once patched the whole roof will have two coats of Durashield applied which should hopefully keep things dry until a complete new roof covering can be organised.

Next on the production line is the NRM's coach TTO 23956 for a major rebuild - teak panels off, frame repairs done, new interior ply panels fitted, teak panels back on, full re-varnish, lining and transfers, interior re-vinyl and repaint and a complete new roof canvas and all associated furniture. Not much if you say it quickly. All this was to have started in April to be complete for the beginning of April 2021 and the start of the running season. I doubt if there is much chance of achieving this now with the reduced volunteer numbers compounding the problem.

So as soon as you feel you can return to the fold please do, your association needs you and we know you aren't really enjoying sitting on the sofa! Remember that you need to book in with myself before you come to ensure that we do not exceed the agreed social distancing quota for Covid 19 avoidance on [marcus.woodcock@yorkscoast.plus.com](mailto:marcus.woodcock@yorkscoast.plus.com) Stay safe everyone.



**After a wait of some two years, there is progress on the LNER Fish Van 75169. The Sapele floor framing has been machined, assembled and trial fitted. The gap between the edge of the wood and the metal van frame is where the sides and ends will be slotted in. This is one half of the floor. The rods to the right are part of the brake gear. Photo: Andrew Daniel.**



The first side of the Fish Van framing is erected. The two clamps at the top centre are holding the two half-sides together - there is a scarf joint where the two join. As Eric Morecambe would say - you can't see the join. *Photo: Andrew Daniel.*



All the framing has been machined and trial fitted at Andrew Daniel's Harrogate workshop. Here is one of the ends of the Fish Van showing the roof profile. The framing was then dismantled and taken to Pickering for final re-assembly. *Photo: Andrew Daniel.*

## Retail Therapy - LNERCA Sales

### LNERCA Calendar 2021

Orders are being taken now (don't send any money yet) for this superb 2021 calendar featuring the LNER teak carriages behind many different locomotives. This is a great way to support your Association and enjoy an excellent product throughout the year! The cost will be £10 plus p&p. Please drop me a line or email to register your wish to obtain a copy later in the year: russ.whitwam@gmail.com

### Still available is this enjoyable DVD From the Footplate NYMR LMS 5MT 45428 Eric Treacy

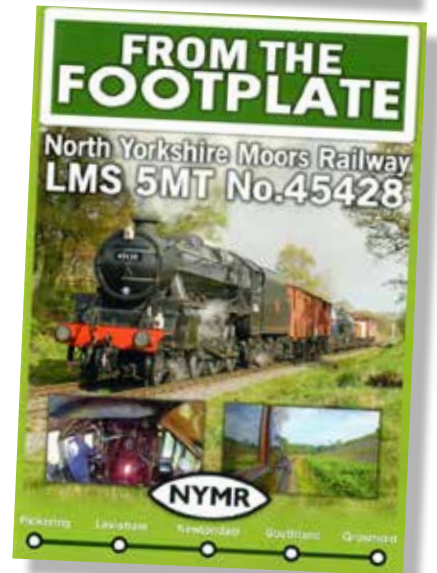
This DVD features LMS 5MT No. 45428 *Eric Treacy* in action on the North Yorkshire Moors Railway, but filmed from a different perspective. Cameras were attached to the locomotive (facing north for the main 2019 season) located on the footplate, the driver's and fireman's side of the cab, on the motion 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.**

### Greetings cards

These greetings cards are blank inside to enable your own message to be written. All are sold as four of a kind. The A6 size Sir Nigel Gresley card is £4, and the three Malcolm Peirson designs are A5 size at £5. Postage £1.50. Below, from left to right: Larpool Viaduct, Whitby; Heathfield; Pateley Bridge; Waterloo.

For these cards, and the DVD (and to order your calendar), Please send your cheque (payable to LNER Coach Association) to Russ Whitwam, LNER Sales Officer, 54 Water Lane, Farnley, Leeds, LS12 5LX



# Who's Who? – LNERCA Trustees

Charitable Incorporated Organisation No. 1183387. VAT No. 329 9636 54

<b>Chairman &amp; Editor</b>	Nick Stringer, Staveley Mill Farm, Staveley, Knaresborough, North Yorkshire, HG5 9LE Email: nickstringer701@btinternet.com Tel 01423 340331
<b>Vice Chairman</b>	Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY Email: murraythemint@ntlworld.com Tel 01733 578000
<b>Secretary</b>	Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB Email: dcull641@gmail.com Tel 01439 771758
<b>Sales Officer</b>	Russ Whitwam, 54 Water Lane, Farnley, Leeds, LS12 5LX Email: russ.whitwam@gmail.com Tel 0113 255 3964
<b>Membership Secretary</b>	Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG Email: pnw6@sky.com Tel 01423 862553
<b>Gift Aid Officer</b>	Simon Cox.
<b>Treasurer</b>	Adrian Laming, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE Tel 07855 513526
<b>Trustees</b>	Gordon Wells, Paul Johnson, John Hasler, Neil Cawthorne.

## Committee Members

<b>Restoration Advisor</b>	Andrew Daniel Email: andrew.c.daniel@googlegmail.com Tel 07778 316900
<b>Volunteer Liaison Officer</b>	Marcus Woodcock, 14 School Lane, Bempton, YO15 1JA Email: marcus.woodcock@yorkscoast.plus.com Tel 01262 851268
<b>Archivist</b>	Dave Jobling, Email: Humourist@iname.com
<b>Stores Manager</b>	Mark Stovoid, Email: mark_stovold2@btinternet.com

## LNERCA Rolling Stock Fleet

LNERCA VEHICLES	BUILDER	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	Serviceable
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	Serviceable
Thompson CK E18477E	York, 1950, to Diagram 328	In store, partly rebuilt
Thompson CL 88339	Cravens, 1947, to Diagram 338	Under repair
Fish Van E75169	Faverdale, 1949, to Diagram 214	Under restoration
CCT E1308E	York, 1950, to Diagram Y006	Restored – stores van
<b>ASSOCIATED VEHICLES</b>		
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	Under restoration
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
<b>ON LOAN FROM THE NATIONAL COLLECTION</b>		
Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	Awaiting repair