



COACH ASSOCIATION

Newsletter No. 123 November 2020

**Fish Van rebuild
makes progress**

See pages 4-6

**Superb LNERCA
calendar on sale**

See page 15



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View from the Chairman

We've done it! Despite the pandemic, we have managed to hold a socially distanced Annual General Meeting, details of which appear elsewhere in this Newsletter. It will probably go down in history as one of our strangest AGMs, but at least this necessary legal requirement has been accomplished. Although work at Pickering is far from normal, with most of our colleagues from the NYMR's Carriage and Wagon department being on furlough, there has been a steady stream of volunteers on Wednesdays,

Thursdays and Sundays helping to push various projects along. One of the most obvious signs of progress has been with the Fish Van, which will soon be providing valuable extra storage space for us. At the same time a concerted effort has been made to remove all surplus materials lying around the yard, such as bogies, bolsters and the like, all of which are now stored off site. Any unsightly items left in Pickering yard are nothing to do with us!

Work continues in the Atkins shed

From within the Atkins shed, Gresley TTO 56856 has now been moved out, having had its roof successfully repaired, so it can now go back into traffic. Its place has been taken by the NRM's TTO 23956, which requires a full overhaul and re-varnish, and will therefore be staying in the shed for some months. Also in the shed is Victorian Dining Car ECJS 189, which continues to be transformed into one of the most spectacular coach restorations ever.

There is disappointing news to report from the NYMR's Carriage and Wagon department concerning buffet car RB 641. Although it is currently safely under cover, problems with its bearings need resolving, and additionally there seems to be an issue with the adhesive used by the contractor who overhauled its interior last year. It is therefore unlikely to appear back in service until later in 2021, but surely in time for our special train towards the end of the season.

Meanwhile there has been much activity in preparation for work on NYMR owned Gresley TTO 43632, which is destined to become the Fuss Free Access (i.e. for use by disabled passengers) coach within the teak set. The coach is due to go to the appointed overhaul contractor in December, and we are in discussion with the NYMR as regards the supply of a number of parts for it. Provided the contractor agrees to source these parts

Front cover photo by Gary Lyne. LNER 'Pacific' 60007 Sir Nigel Gresley takes the LNER set up the 1 in 49 to Goathland on September 27, 2008. If all goes well, the A4 will return to the NYMR after overhaul for running in. It may be some time before we can form a similar lengthy set of carriages.

from us the aim is to have them ready to go with the coach when it goes.

Away from the NYMR, there is good news to report to members on Thompson CL 88339, whose doors are now at an advanced stage of repair, thanks to our specialist carriage fitter, Jim Chittock.

As well as our ongoing projects with the Stainmore Railway Company at Kirkby Stephen, and the Hull & Barnsley Group, another heritage railway there has been much contact with is the Yorkshire Dales Railway, which runs between Embsay and Bolton Abbey. They have kindly rented us a small parcel of land on which some of our larger spares, like Gresley bogies and a surplus underframe, are now stored. They had been temporarily stored outside at Spennymoor, having had to be moved off the NYMR to allow the carriage stable to be constructed.

As members may be aware, the NYMR's carriage stable is on course for completion in May 2021. One surprising consequence of it coming on stream is that it will apparently lead to an overall reduction in carriage storage space on the NYMR, due to storing the working carriage fleet, including the teak set, within the new carriage stable rather than, as now, in stations. It seems unlikely therefore that we will be able to put any possible future additions to our collection on the NYMR, which is another reason for raising our profile with other heritage railway groups.

As always funds remain tight, and all donations are thankfully received. There is one small thing that you might consider doing to help support the Association - buy an LNERCA calendar for 2021. Details of how to do this can be found elsewhere in this newsletter.

Wishing you all good health in these challenging times

Nick Stringer October 2020



Well spaced apart, those members attending the Annual General Meeting were kept safe as Nick Stringer went through the proceedings which included a presentation. Behind the chairman is a nameplate on loan from Middlesbrough Football club from LNER B16 4-6-0 No. 61655. Photo: Rodney Towers.

Fish Van Revival

By Murray Brown.

After several years stagnating, our unique LNER-designed, BR-built Fish Van E 75169 is now taking shape - literally. It was bought from a Nene Valley Railway member way back in 2008. The owner had a diesel shunter and used the van for keeping spares. He was the second owner, the first a locomotive volunteer, had actually used the van as a dormitory and had kitted it out accordingly. I doubt if it had received one star accreditation! What has this van and TTO 23956 got in common? Both vehicles, in theory, do not exist, the official BR records having shown them broken up, in the case of the TTO at a Glasgow scrapyard and the Fish Van at Doncaster Works - in March 1972.

The Fish Van left Wansford for its new life on the NYMR on January 9, 2009, a bargain at £900. On arrival, much of the metalwork was painted with anti-corrosive green paint.

It wasn't long before the LNERCA manifesto manifested itself, i.e. we restore things properly. In other words, a lick of paint is certainly not satisfactory, oh no! The decision was taken to strip the body to ascertain the condition of the frame. It was evident that cracks would need welding and also apparent that, although the then 60-year old framing was reasonable in places, other sections would be in need of replacing.



First to go up were the sides. This was the scene on September 13.
Photo: Andrew Daniel.



By October 7, the ends were in place, as were most of the carlines, so allowing a tarpaulin to be placed over the vehicle. This then allowed work to continue in inclement weather. Photo: Andrew Daniel.

At the same time, the running gear, including brake cylinder was removed - all for refurbishment. New internal components were purchased from a Derby supplier to the railway industry. Removed rodding and brackets were derusted in the true LNERCA style, painted with anti-corrosive paint, primed then painted black, ready for the day of reckoning. As with all our vehicles, the Fish Van attracted its own keen band of volunteers.

It had been decided that the van would benefit from two new bufferbeams. We had the expert services of one of the Wagon Group, Geoff Rutherford, a Freightliner engineer, who burned off many of the corroded bolts. He removed both buffer beams in June 2010. Jerry Hawley, then C&W Manager at Pickering secured said items from a Malton supplier and these were welded on using an expert and highly qualified coded welder. In fact, all welding done on the van has been undertaken by coded welders.

Wheels in good order

One important thing Geoff Rutherford undertook was the measurement of the wheels. Using his calibrated gauge, he advised that the wheels, whilst nearing scrap size, were within tolerance and, furthermore, the profile also met the standards and would not need reprofiling.

With the floor removed and the framing exposed, it was now easier to assess what repairs were required. Throughout the whole restoration process, photographs and measurements were taken to aid its rebuild. E 75169 was sent to Rail Restorations North East at Shildon. Here the remaining body structure was removed leaving just the underframe and stanchions. After extensive welding of new components, including gusset sections, and a coat of paint, the vehicle was returned to Pickering. Kieran Murray, by now the C&W Manager, sensibly suggested it was parked on its own piece of

'track' next to the turntable so as to avoid taking up valuable siding space. The whole vehicle received protective coats of paint and then the long wait began. And we waited and waited . . . but for whom and what? Master joiner, Andrew Daniel was the answer. Andrew was fully employed on his mammoth 12-year restoration with the famed 'Beavertail' observation carriage at Burton on Trent and we just had to wait our turn. This finally came in 2020 and it became full steam ahead. As chronicled in Newsletter 122, Andrew machined and assembled the ends, sides and floor sections out of Sepele at his Harroate workshop, then transported them in pieces to be re-assembled and fitted onto the van. Also in 2020 we had the good fortune to meet farmer Edward Deeney who owned a fish van body of the same era only 13 miles from Pickering. He kindly allowed photos to be taken of his vehicle (number unknown) and also provided some parts which were missing from E 75169.

Suddenly, in September, it began to look like a fish van - and everyone noticed. By October, all the sides and ends were in place and Andrew then fitted the carlines linking both sides. Give or take a few adjustments, everything fitted so well. As this issue closed for press, a temporary tarpaulin covered the van and work proceeds. We can now see the day when E 75169, fully lettered and emblazoned with 'INSUL-FISH', will take its place amongst the superb restorations which the LNERCA has completed over many years.



Flashback to the Nene Valley Railway, Wansford station. E 75169 was parked on the turntable road on December 12, 2008. It was waiting a move north which took place the following month. Of interest was that the 'destination' brackets were missing off the side of the van - these are visible on the nearest end - and also the large 'split' lock which bolted the doors together is also missing. We have since acquired these missing items. *Photo: Murray Brown.*

Membership Matters

May I offer my thanks to all of you below who have so kindly made donations towards our worthy cause (some more than once) - these are much appreciated and help so much in our restoration projects. Donations received via the membership Account and general fund from the last Newsletter:

DC Fisher, York; JH Hasler, York;
D Bent, Nottingham; R McLellan, Heathfield; WJ&S
Berridge, Grantham; M Braithwaite, Leeds; G Wells, Redcar; RP Houlton, Hull; B Pickup, Hove; DA Young, Manchester; S&C Rhodes, Selby; JM Kay, Whitby; SM Torres, Goole; Ebor Trucks, Goole; ED Hewson, Barnetby; M Trice, Croydon; A MacIntyre, Leominster; DJO Caffall, Huntingdon; RDE Brown, London; EC Taylor, Hunstanton; PW Small, Haverhill; JR Anderson, York; A Anderson, Peterborough; A Barton, Burton on Trent; A Beckett, Bristol; A Marsden, Darlington; A Middleditch, Hitchin; RM Brown, Peterborough; A Snowden, Redhill; C Hall, Royston; D Griffiths, Wakefield; D Sunderland, Newcastle; D Wood, Guisborough; Dr Thompson, Hull; E Taylor, Hunstanton; G Nodes, Sutton on the Forest; J Barry, Letchworth J Hunt, Woodbridge; J Maxim, Ipswich; K Foster, Scarborough; L Copley, Robin Hoods Bay; M Allatt, London; M Brown, Gateshead; M Chapple, Darlington; M Papworth, Bradford; N Stringer, Knaresborough; R Burns, Falkirk; R Thompson, Chesterfield; S Cox Rawdon; PM Benham, York; S Jenkinson, Wichenford.

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



An Appealing Appeal

We have two vacancies for which we are seeking two members to fill and wondered if you could be tempted to apply?

Stores Manager - Mark Stovold is standing down from this role - keeping tabs on all our spares, both in our workshop and in our container off site.

Sales Officer - Russ Whitwam wishes to hand over after many years of looking after raising funds through selling videos, cards and teak items. Do please get in touch if you think you can help. Thank you. **Nick Stringer**

This is what it is all about - a LNER Apple Green locomotive on a rake of LNER carriages. Sadly, this combination is not a frequent occurrence. One such memorable occasion was when V2 *Green Arrow* ended its operational era on the NYMR. Will it, one day, be returned to steam again? The hugely popular machine leaves Levisham heading north on a photographic charter on March 14, 2008, shortly before its final run. *Photo: Philip Benham.*



Secretarial Synopsis

By David Cullingworth.



Annual General Meeting

Following the postponement of the AGM in May due to lock down, it was imperative that the rescheduled meeting took place by the end of October. This was to ensure that accounts and trustee nominations could be approved and enable our annual submission to the charity commission to be completed. Charities have 10 months from their year-end to complete their annual returns.

Happily, the AGM took place on Sunday 4th October in the Classroom on Pickering station. This had been laid out in such a way that 12 people could be seated socially distanced. A further three trustees and members were able to join by video conference.

The Chairman gave an interesting presentation detailing achievements during 2019 and our short, medium, and long-term plans. Key bullet points were:

Strategy Changes

- All restored coaches to be kept undercover once restored. New carriage stable should keep the operational set under cover when not in use.
- Improve maintenance by doing work ourselves as part of new running agreement.
- Establish new arrangements with other heritage groups.
- Develop the NYMR as HQ/restoration base.
- 2019 achievements • ECJS 189 progress
- 43567 – massive overhaul project and now looks superb.
- CCT E1308 – complete and looks very nice and useful store at Pickering.
- Getting five carriages undercover at Spennymoor.
- VAT registration • Conversion to Charitable Incorporated Organisation

Current year goals

- Get the NYMR agreement signed off. Cannot continue overhauling service carriages with no income from NYMR.
- Finish the fish van – key to storage of metal spares.
- Finish the CL. Jim Chittock is restoring doors off site.
- Finish the overhaul of the Fox bogies for 189.
- Supply parts for the NYMR fuss free access carriage 43632
- Progress ECJS 189

Medium term goals

- Get 945Y onto reconditioned bogies.
- Continue with initiatives with YDR and SRC.
- Work with H&BRSF group. • Develop contacts with Hull college.

Long term goals

- Get funding on a firmer footing • Get our own museum facility

Funding sources

- Donations • Grants
- application for £28K submitted to HLF Cultural Recovery Fund
- application to be submitted to Association for industrial Archaeology.
- Hire fees to NYMR • Hire fees to other heritage railways
- Sales of parts and spares • Sales of 2021 calendar

Trustees – the three Trustees at the end of their three-year term were all willing to re-stand: Dave Cullingworth - Secretary, Simon Cox – Gift Aid Officer, and Gordon Wells – Trustee. All were duly re-elected.

Social Media

The LNERCA Facebook currently has 1425 followers.

<https://www.facebook.com/LNERCA/>

Twitter has 148 followers: <https://twitter.com/lnerca>

We are always pleased to receive any items, photos or updates from members regarding LNER carriages to use on our social media pages.

Hull & Barnsley Railway Stock Fund

The H&B group have just applied to the charity commission to become a CIO. I have been assisting them in their application and this is just one part of very close co-operation between our two groups over the last couple of years. As has been detailed previously, the LNERCA is a stakeholder in Project 58 (apprentice training project at Hull College). The mutual partnership is seeing LNERCA being assisted in design and future manufacture of lighting in 189 and we are offering technical advice in the timber repairs and methods of restoration on coach 58.

I am pleased to announce that both Nick Stringer and I have been both been invited to become Trustees in the CIO of the H&BRSF subject to their successful registration.

D. Cullingworth, Secretary 11th October 2020

The pandemic has seen a much altered service on the NYMR which includes the 'Rail Trail' shuttle, comprising compartment stock. Thompson TK 1623 is in the middle of the 11.00 to Goathland, pictured at Darnholme, on October 11, 2020, hauled by Lambton No. 29. Photo: Rodney Towers.



Restoration progress

By Marcus Woodcock.

The Atkins building has settled down to the new 'norm' and the jobs are steadily progressing, sometimes forward! Anti-social distancing has not been a problem over summer with the shed doors open and tea breaks taken outside. As I write this the wind is blowing and rain pouring down, I fear winter will not be quite such fun but there's still plenty of 'distance' with six people in a 120' long shed.

TTO 56856 left the shed in mid September. The roof was given several coats of Durashield on top of the patch repairs, and the cornices were stripped and given a few coats of new varnish, which should keep things watertight for a while longer.

56856 was swapped for TTO 23956 - in for a major overhaul, the start of which was delayed awaiting the paperwork for a new overhaul agreement with the owner, the National Railway Museum. The east side tables, seats, and the ply wall covering had been removed before the coach was sheeted over last year for storage, allowing the frame to dry out.

The coach sides are now having the beading removed and varnish stripped ready for an application of Oxalic acid to remove all signs of water staining. The glue blocks holding the lower teak panels in position have been chopped out, ready for the panels to be removed and have splits repaired on the bench. The backs will then be sanded to remove the glue block remains, and the panels refitted after repairs to the main body frames are complete.

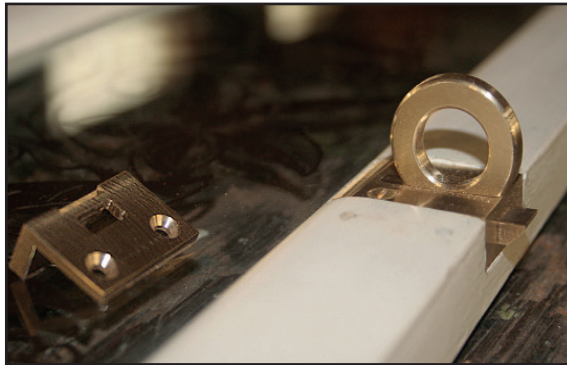
The long job of stripping the leaking roof canvas off has begun with the removal of the Muck cornices and metal roof fittings. Next will be the painstaking task of stripping off many coats of Decadex followed by sanding the roof boards to reveal any rotted areas which need replacement boards.

Before the coach was taken out of service in 2018 there were reports of the roof water tanks leaking. We were unsure whether this was due to water leaking through the roof above the tanks or coming from a split in a tank. Both filling the tanks and a visual inspection with a remote camera has proved inconclusive so we have decided to drop the tanks for a proper inspection.

ECJS 189

With the delay in starting TTO 23956, more man hours have gone into 189. The ceilings are now fitted and screw holes filled. The long process of rubbing down and re-filling until an acceptable smooth finish is achieved has started.

The old lab bench tops which have propped up the Atkins building walls for several years have now been turned into matchboarding and fitted to the main



These brass window catches have been specially made - they are for the clerestory opening windows. Photo: Murray Brown.

saloon in 189. There should also be enough material left to make the table tops. Teak matchboards salvaged from GNR 436 at Rotherham earlier in the year have been cleaned up and fitted to the pantry corridor completing the inside cladding below the windows.

A major step forward in the 189 ECJS Dining Car Project was the fabrication of 44 tiny latches for the clerestory fanlights. These had to be designed from scratch, as we had no originals, (no off the shelf options), machined up and assembled. Many thanks to Alan Anderson for his help in design and generous donation towards the cost, and Chris Bromfield of Railton Engineering Services for the actual production".

The exterior of the coach is progressing well. The lining is about 75% complete and work has started on the east (railway side) side lettering. Several splits were found in the west (car park side) side lower teak panels when we returned from the lockdown, probably caused by the extreme heat in the building early in the year. These have now been repaired and the varnish made good. The whole side has received several coats of varnish showing the lettering off to good effect. The numbers are now being applied to the doors ready for another eight coats of varnish to be applied when the weather warms up in the spring.

Other jobs in hand - our new compressor in the Atkins building is now housed in a rather 'bespoke' soundproofed cabinet. This job was declared finished in mid October. Unfortunately, within days, it was found that the local rodent population found the expensive sound insulation very tasty, indeed it is surprising how much a mouse can eat in a couple of days! It was clear that most of it would be devoured within a year if left, so the cabinet is now having a plywood layer added to its inside to protect it along with a pair of well baited traps!

Mark Stovold continues to sort and catalogue our spares collection. This includes moving all our large spares items in Pickering yard to secure off site storage. I can officially confirm that all the junk (correction - "valuable spares") in the yard are NYMR owned, so we can now honestly say "not guilty your honour!"



Looking good: With matchboarding now in place and soon to be varnished, the interior of 189 is looking like it did when we first took delivery - except underneath is so much better. Photo: Murray Brown.



Chris Johnson starts to apply the first number of the East Coast Joint Stock Restaurant Third - the date was August 30, 2020. *Photo: Paul Johnson.*



Let's not gloss over this subject - the fact is 189 is brilliant! With two coats of varnish going on over the lettering, one can get some idea of the magnificence this historical carriage is exuding. *Photo: Paul Johnson.*

Retail Therapy - LNERCA Sales

LNERCA Calendar 2021

Here it is! This is a great way to support your Association and enjoy an excellent product throughout the year! To obtain your 2021 LNERCA Calendar please send a minimum donation of £10 plus £2 for P&P, either by cheque (payable to LNER Coach Association) to Russ Whitwam, LNERCA Sales Officer, 54 Water Lane, Farnley, Leeds, LS12 5LX, or to order and pay online visit the Shop section of the LNERCA website www.lnerca.org.



LNER Coach Association Calendar 2021

pictures include

12 different steam locomotives

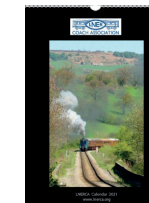
LNER Gresley A4s, LNER Thompson B 1s,

NELPGs NER Q6 & LNER J72

BR Stds 4M & 4MT, & USATC S160s

LNERCA restoration project work

Locations North York Moors Railway



Front cover

Who's Who? & Fleet Status

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

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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
Gresley TK 3291
Gresley BTK 3669
Gresley TTO 43632
Gresley TTO 56856
Gresley SLT 1299
Gresley TK 3857
Gresley RB 641
Gresley saloon 43087
Gresley TTO 43654
Gresley TK 23890

York, 1924, to NER Diagram 155
Met-Camm, 1930, to Diagram 115
BRC & W, 1930, to Diagram 114
York, 1935, to Diagram 186
York, 1935, to Diagram 186
York, 1930, to Diagram 109
York, 1936, to Diagram 155
York, 1935, to Diagram 167
Doncaster, 1909, to GNR Diagram 10
York, 1935, to Diagram 186
BRC & W, 1935, to Diagram 115

Under restoration
In store unrestored
In service Stainmore Rly
Under restoration
Serviceable
In store unrestored
In store Stainmore Rly
Repairs in hand
Stored Ecclesbourne Rly
Stored Ecclesbourne Rly
Stored Ecclesbourne Rly

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956 Met-Camm, 1936, to Diagram 186 Receiving attention