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Newsletter No. 124

March 2021

Culture Recovery Fund awards grant to LNERCA

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LNERCA signs deal to maintain its coach bodies

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Rock on Edward Thompson - the story of BG E110

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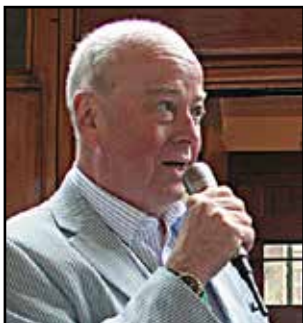


Heritage
Lottery Fund



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ENGLAND**



View from the Chairman

Welcome to the first edition of this Newsletter for 2021, which promises to be one of the most exciting years in the Association's history. We start with the news that the long-awaited agreement with the NYMR has been signed, to commence on March 1st 2021.

This agreement will completely change the way we work with the NYMR, because we take over responsibility for the body maintenance of the operating teak fleet, and the NYMR pay us a hire charge for running it. The

advantage to all is that it will enable us to ensure that carriages will be varnished and painted at prescribed intervals, and will be kept in far better condition than they have been previously. In addition, with the soon-to-be opened NYMR carriage shed, the operational teak fleet will be kept under cover except when carrying passengers, which will greatly ease the task of maintaining them.

The agreement also formalises for the first time the Association's use of the Atkins shed at Pickering. It would have been convenient for us to have two carriages in the shed, one under maintenance and one undergoing full restoration. We can do this at present because although the standard length of a carriage is 61'6", ECJS 189 happens to be only 52'6" long, so that under-maintenance Gresley 23956 can just fit in as well. But we cannot fit two standard length carriages into the shed, and we cannot extend the shed in either direction. That means, longer term, that to do both our restorations and maintenance work simultaneously, we need another site in the Pickering area.

Possible covered accommodation in the Pickering area

We are looking at a possible site with the potential for three carriage spaces, one of which could be taken by our next main restoration project (as previously announced Gresley Corridor Third 23896), and with the other two spaces being for vehicles which are in need of undercover accommodation.

A prime candidate for one of these is NER Restaurant First Open 2118, currently languishing on a farm site near the A64, where it has been slowly deteriorating over the last few years. In fact, if we don't act soon on this vehicle it is going to be beyond restoration, which, as a carriage preservation society, we can't allow to happen.

Work continues, as much as the pandemic will allow, on gathering together the parts to be supplied for NYMR-owned Gresley 43632, which is destined to become the Fuss Free Access (for use by disabled passengers) coach within the teak set. The coach has been sent to the appointed contractor, along with a complete set of teak panels, all of which have been refurbished and repaired to a very high standard by Mike Illingworth and Marcus Woodcock.

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FRONT COVER BY GARY LYNE. Nearly a complete LNER train! Just the leading Mk.1 carriage spoils a complete set - the National Railway Museum's LNER V2 Green Arrow hauls the LNER set and the Mk.1 up past Green End on April 17, 2005 during the locomotive's final period in steam before retirement.

This gave us the opportunity to have a good sort-out of the teak panel stock at a variety of locations, some of which was owned by the NYMR, some by the Gresley Society and some by us. This sort out has been completed, with all remaining stock of teak panels at Pickering now owned by the Association, and accurately recorded for the avoidance of doubt in the future.

Welcome grant from the Culture Recovery Fund

The other major piece of news to report since the last Newsletter is the success of our application to the Cultural Recovery Fund for £38,000. The purpose of this funding scheme, which is organised by the Heritage Lottery Fund, is to help us get back to work after the pandemic, and to improve our longer-term financial resilience.

We are primarily using the money to pay for **a)** specialist contract work at both Pickering (on ECJS 189) and Spennymoor (on 23896, CL 88339 and NER 945 to resume our carriage restoration programme. **b)** printing and distribution of additional membership leaflets needed as part of an initiative to expand our membership numbers. **c)** professional help in reaching out to local technical colleges, where we are hoping to interest students in learning new skills in heritage restoration projects.

For the last of these we are working with the Hull & Barnsley Railway Stock Fund to make a joint presentation to students at Hull College, which may then be rolled out to Barnsley and other colleges.

In Newsletter 123 we announced the availability of LNERCA Calendars for 2021, the first such calendar the Association has produced for many years. Sales have been a great success, and many thanks to all of you who bought one. It is hoped to repeat the exercise for 2022.

As this report is being written we are still in full lockdown and no trains are running on the NYMR. However, once they are, there seems every prospect of getting back to normality during the course of 2021, thanks to the vaccine roll out. That means it should be possible to run our members' train on the weekend between the NYMR's Autumn Gala and the Wartime Weekend. Please pencil this date in your diary.

Please help fill two committee positions

Before finishing, I do have an appeal to members for help with a couple of committee vacancies. Russ Whitwam has done a great job as our sales officer for many years, but has indicated that he wishes to stand down in 2021. If there are any of our members interested in taking over this role, please contact me. Ideally it would be someone with experience in internet sales, and merchandising (mugs, sweatshirts, etc).

Our other vacancy is for someone to take over from Mark Stovold as our Spare Parts and Stock Controller. Mark is 70% through cataloguing and updating our parts stores, so we now know where most things are, what they are and how many we've got, all recorded in internet Cloud storage, and thus accessible for future generations. Like Russ, Mark wishes to stand down in 2021, so is there anybody willing to take over from him and fulfil this vital role for the Association?

Finally, we are grateful as always for your support, your donations and your volunteer work. We could not continue to preserve



A historical gem, in woebegone condition. This is North Eastern Railway Restaurant First Open 2118 dating from 1922, a year before the NER was absorbed into the LNER. It is pictured at Swithland on the Great Central Railway on May 12, 2013. After eight years under a tarpaulin on a farm near Malton, undercover accommodation is looking promising if the new premises near Pickering comes to fruition. Photo: Murray Brown.

and restore these wonderful carriages without you. And thanks to you, here are some of the things we can look forward to in 2021:-

- Our funding will be on a more secure footing because of revenue from our new agreement with the NYMR and the sale of parts for 43632. In addition, we have the prospect in future years of income from hire of carriages to other heritage railways.
- No less than five carriage restoration projects should be progressing in parallel during the year – ECJS 189 dining car, Gresley 23896 (compartment coach), CL 88339 (composite First & Third compartments), NER 945 (Third Open) and NYMR owned 43632 (Third Open with disabled facilities)
- Most of our fleet should be under cover at several sites - Spennymoor, Pickering Atkins shed, the new Pickering carriage stable, and Kirkby Stephen (BTK 3669 & NER 1111), and the potential new site near Pickering. Last but not least
- We might finish the Fish Van.

Nick Stringer January 2021

DIARY DATES FOR 2021

Spring Working Week Saturday May 1st - Sunday May 9th
 Annual General Meeting Saturday May 8th
 Summer Working Week Sat 28th August - Sunday September 5th
 Annual Members Special Train Saturday October 2nd

43567 - where are you?

By Gordon Wells.

One of the final tasks to complete before Brake Third Open 43567 left the Atkins Shed last March was, at the request of the NYMR, to fit the coach with the GPS tracking equipment which they had supplied. Over the past couple of years, these devices have been fitted to each of the BR Mk. 1 brake carriages on the line. The antennas, which look like a shark's fin, are usually found fitted to commercial vehicles and buses and are designed for mounting onto a flat surface. As a railway coach roof is curved, flat steel mounting plates had to be made which could be welded onto the roof of a Mk. 1 coach. These have been installed above the Guard's compartments using the position of the original, long removed, periscopes where the original hole had been plated over. A problem with 43567 was that the roof is made of wood. To provide a suitable fixing, a larger and thicker steel plate had to be made which could be screwed down to the roof and sealed. The antenna was then bolted down onto the plate.

As it was clearly undesirable to have an additional hole in the roof to allow for the connecting cables, the antenna plate was designed to be mounted in place of one of the roof vents in the brake van and pick up the same screw holes. The antenna also needed a ground plane which is not a problem on a coach with a steel roof and an earth wire had to be provided to connect the steel plate to the coach underframe.

The additional wiring required was installed into the existing wooden trunking which had to be removed and then refitted. Luckily, Russ Whitwam has repainted the inside of the brake van and covered the evidence that various screws and covers had been disturbed. The antennas on the Mk. 1s have been in position for some time now and no-one seems to have noticed that they are there, no doubt because they are black and mounted onto a black roof. On an LNER coach, it is mounted on a white roof so let's see how many notice it before the dirt on the roof manages to hide it!



A pristine BTO 43567 on March 20, 2020. Photo: Neil Cawthorne.

Rock on Edward Thompson!

The LNERCA has a wonderful collection of carriages, all of which have fascinating histories. One of our unique coaches, the BG, has a connection with the real Bee Gees! Murray Brown has the story.

Almost forgotten (by many) but not by some (a few) is our Thompson Full Brake (BG) No. E110. It is now rather special, holding that distinction of being unique. However, its survival since withdrawal by BR was twice in jeopardy. It could have so easily gone to a scrapyards, and even when bought for 'preservation', that loose term which often means its future is not guaranteed, there was a time when a scrapyards beckoned.

A total of 35 of these gangwayed Full Brake carriages were built by York Works – three in 1947, 17 in 1948 and 15 in 1950. E110 was one of those constructed in 1948, the first year of the newly nationalised railways. The Diagram number is 344. E110 was designated for use in the 'Flying Scotsman' and 'Junior Scotsman' sets. It is likely to have emerged in scumbled teak but became Crimson Lake & Cream (nicknamed 'Blood and Custard') at its next repaint.

It survived until withdrawal at York on November 3, 1973, a working life on the national system of 25 years. It was one of the last Thompson-designed carriages to be withdrawn. The NYMR was successful in bidding for it and it arrived via the weekly pick-up freight from Tees Yard to Whitby in February 1974. In the early days of the NYMR, its rolling stock was given a NYMR identity, this carriage being numbered 17. It was destined for general purpose usage.

Newtondale - location for one of the remotest halts in the country; location of the mythical NYMR Money Tree, and location for which E110 is best remembered,



The year - 1984. A replacement roof sheet is being fitted. On the roof, left, is, Membership Secretary Peter Wilson, former guard Steven Bellamy, whilst on the tower is, left, Secretary Dave Cullingworth, former Chairman Roger Melton and Advisor, Andrew Daniel. Photo: Murray Brown.



This sole Thompson BG, E110 to Diagram 344, deserves renovation, befitting of its status as a unique survivor. It is pictured in Pickering yard shortly after one of its panels had been renewed. Photo: Murray Brown.

that of its use as a 'Disco' carriage. On several occasions, it was hauled out into Newtondale whilst the Young Farmers rocked away inside, the remoteness of the location being ideal as no neighbours could possibly be annoyed with the ensuing noise. And the Bee Gees? In 1975 The Young Farmers were bopping away inside this 'Bee Gee' to the strains of Jive Talkin', a top ten hit in August 1975.

The carriage was later used as a paper store, this being one of the fund-raising methods employed by the railway. After ten years had elapsed, the carriage was definitely worse for wear and was far from top of the queue. This is invariably the problem with non-passenger carrying carriages – it is just a stores carriage and can be dispensed with. However E110 was something special – it was the last survivor – it was now unique. You don't scrap unique carriages.

Several of E110's sister vehicles had left this country in 1969 with *Flying Scotsman* to run in the States but after this trip ended in financial failure, all the accompanying carriages were later scrapped in the USA. E110 was, and is, the last to fly the flag for this humble brake carriage, though The M&GN Society owns deal-boarded Thompson BG 70621 which is to a different design - Diagram 327.

However, when the NYMR began mooting E110 should be scrapped, the author persuaded the NYMR Board to sell it for £1 to the LNER Coach Association. This was agreed and its future was assured. A new roof sheet was fitted and one section of one side was then re-panelled (metal sheeting) and painted. The carriage then slipped down the restoration queue but the LNERCA is aware of its historical significance and one day the other side will be repanelled and the double-doors remade. It serves a useful role in storing components from other carriages under restoration, notably the seats from Thompson CK 18477.

Looking ahead with vision, it could become part of a really special train – the only Thompson train in the UK. There are three passenger-carrying Thompson carriages based on the NYMR. With the BG E110, this would make a 4-coach set, complete with Thompson B1 locomotive in front – unique in the country.

Restoration progress

By Marcus Woodcock.

I write these notes at the beginning of the third national lockdown, with Covid cases rising we have stood down our volunteers and await better times. Work had continued at Pickering up until the end of December with a much-reduced workforce.

A big thank you must go to all our volunteers, contractors and supporters who have helped keep things moving within our association throughout the last difficult year, and let's hope 2021 improves with age!

TTO 23956

A pair of the lower teak panels on the east side are now off the coach having splits repaired, the exposed body frame is in reasonable order and fit for reuse though the waist batten where the upper and lower panels meet is in poor condition so will be replaced.

Work continues on stripping the old roof covering. This is quite a painful process - the areas where water has penetrated and rotted the cotton canvas (about half) peel off easily, the other half which is still stuck to the roof boards is another matter requiring the



Mike Illingworth fits the very last matchboard on the carriage - in the attendant's cupboard.
Photo: Marcus Woodcock.



use of electric heat guns to soften the Decadex allowing the covering to be peeled off carefully without damaging the roof boards - too little heat and a layer of timber board is peeled off with the cover, too much heat and the board is charred. So far we

Jim Chittock and Andy Meek beavering away on the CL 88339 at Spennymoor on January 29. **Photo: Nick Stringer.**



This is what 189 will look like one day. Can you help with the Lincrusta border? If you look on the lower ceilings, you can see, just in front of the curved luggage nets, the Lincrusta border. There are similar ones on either side of the clerestory ceiling, running the full length of the saloon. Can you help us procure a modern equivalent? Photo: LNERCA Collection.

have found only small localised areas of rot which can be patch repaired, fingers crossed this stays the case.

ECJS RTO 189

Work started on fitting the clerestory fanlight latches, these are now sprayed teak brown and two fanlights were complete before the 2nd and 3rd lockdowns stopped work.

Gordon Wells has put in a lot of time on R&D work on the gangways. We now have a drawing of how things will go together. The steel reinforcing plate which goes inside above the south end gangway arch was missing, a plate has now been laser cut and trial fitted. Mounting plates for the rubber flexiters are also made. The next job is refurbishing the gangway faceplates for a trial fitting. Unfortunately due to space constraints in our workshop, this job is on hold.

Although there are many hours of work to do on 189, progress is now starting to be held up by the supply of materials, now the ceilings are complete a Lincrusta border needs to be fitted - this went round both the lower ceilings and top clerestory ceilings. Photos show it is about 3" wide with a plain border each side and a heavy embossed pattern down the middle. Unfortunately, so far, we have been unable to find a firm who can make this. In reality, a modern blown vinyl border of similar pattern would suffice. Does any member know of anyone who would be able to help with the design and production of this? If so please contact me at marcuswoodcock3669@gmail.com

TTO 43632

This is the NYMR-owned carriage which is to be converted to enable disabled passengers to ride. We have been asked to supply teak and spares for this coach. This has taken up a lot of time and effort and is now complete. The remaining teak panels which came on the coach were badly split and full of steel pins. Contractor Mike Illingworth has made a superb job of repairing these and has also widened a set of new narrow panels acquired by the NYMR to complete the coach.



After some years in a dismantled state, the LNER-designed Fish Van E75169 is now resembling its former self. Andrew Daniel completes the fitting of the last roof board on November 19, 2020. The van is now covered with a tarpaulin pending the time when conditions permit the fitting of a roof sheet. Internally, the sides require the fitting of plywood sheeting. The double sliding doors on either side are anticipated to be hung in the Spring. *Photo: Marcus Woodcock.*

Membership Matters

Many thanks on behalf of the Association for your support over this strange year. Membership income for the year is of the order of £5600 (last year £3185) Membership and £7000 (last year £5261) Donations, both increases driven by a number of Life Memberships and some significant very generous donations. Thank you all for your support.

In addition just over £600 was paid into the main account or by PayPal in respect of membership. I would just mention that if you pay UK tax, we are able to recover the tax you have already paid on your subs if you are able to complete a Gift Aid form, (available on the website) also if you prefer to use BACS or a Standing Order, account details are available on request to me.

Peter N Wilson, Membership Secretary



Received via the membership Account and general fund from the last Newsletter up to December 31, 2020:

JC Dyas, Harrogate; SJ Hoather, York; MDH Pepper, Bournemouth; KS Gardner, Romford; JCH Nettleton, Stockton-On-Tees B Ford, York; J Wood, Oldham; WJ&S Berridge, Grantham; MH Torrance, Downham Market; AP Laming, Thirsk; K Richardson, York; MC Gwilliam, Malton; C&J Starbuck, Weybridge; R Skelton, Canada; PM Benham, York; J Hunt, Woodbridge; DJA Young, Bangor; C Nesbitt, Derby; MN Warr, New Milton; P Lund, Chester; J Boddy, Doncaster; DS Williams/M Watson, York; N Wilson, Brough; JD Broadley, Leeds; B Curtis, Bishops Stortford; M Proctor, Newcastle Upon Tyne; KN Scully, Lincoln; ECR Sykes, Whitby; AM Snowdon, Redhill; J Seaton, Sweden; HC Coppock, Matlock; CH Moran, Hessele; AF Anderson, Peterborough; AN Barton, Burton on Trent; A Marsden, Darlington; A Middleditch, Hitchin; CJ Hall, Royston; D Griffith, Wakefield; D Sunderland, Newcastle Upon Tyne; DW Wood, Guisborough; Dr Thompson, Hull; EC Taylor, Hunstanton; G Cassidy,; GR Hodgson, Royston; G Jackson, Wokingham; G Nodes, York; JF Barry, Letchworth Garden City; JJ Maxim, Ipswich; KE Foster, Scarborough; L Copley, Whitby; M Allatt, London; MW Brown, Gateshead; M Chapple, Darlington; MA Jewson, Leeds; M Papworth, Shipley; N Stringer, Knaresborough; R Burns, Falkirk; RA Hill, Oakham; RJ Thompson, Chesterfield; R Towers, Harrogate; S Cox, Leeds and SR Jenkinson, Worcester.

Who's Who? & Fleet Status

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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
Under restoration
Serviceable
In store, partly rebuilt
In store unrestored
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 Repairs in hand