

**SPECIAL
ISSUE**



**COACH
ASSOCIATION**



Founded 1979

Newsletter No. 125

April 2021

**STOP PRESS: New premises near
Pickering for carriage overhauls!**

**Two more historical coaches to
become part of LNERCA's fleet!**



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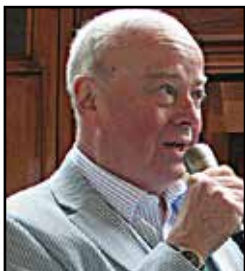


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View from the Chairman

Good news. This edition of the Newsletter is being published ahead of schedule because of a substantial donation to the Association from a supporter who wishes to remain anonymous. We have the opportunity for some exciting new developments for the Association, and this newsletter allows members to read about them first-hand rather than in the railway press.

More space to restore carriages

For some time we have been seeking premises in the Pickering area in which to expand our restoration activities. The good news is that we have taken a five year lease to occupy a 6,000 sq.ft unit on the Bean Sheaf Industrial Estate, which is just off the main road from Pickering to Malton. It has the capacity to take three carriages and is next to the NYMR's bogie overhaul facility on the same estate. We have the option to extend the lease after 5 years if we want to.

The three vehicles selected to go there are NER 2118, which urgently needs to move from its current farmyard location and be put under cover, and Gresley TK 23896 and CL 88339. These last two are actively being restored at Spennymoor, and will move from there as soon as the facility is ready.

More carriages join the collection

We are delighted to announce that two important historical vehicles have joined the collection. The opportunity to purchase ECJS 377 from its previous owner was too good to miss, as it gives us another East Coast Joint Stock vehicle to partner ECJS 189. Additionally, the Thompson Buffet Heritage Coach Group have decided to place Thompson Buffet 1706 under the association's long-term custodianship. This magnificent vehicle previously formed part of the famous post-war Elizabethan express on the East Coast Main Line. Both vehicles are currently at the Llangollen railway.

ECJS 377 will initially be used as a stores vehicle. Thompson 1706 is in running order. More details of both carriages are provided on pages 6 & 7.

New partnership with Yorkshire Dales Railway (YDR)

Whilst the NYMR will always be our headquarters, we have, as previously reported, been seeking further alliances with other heritage railways, in order to outpace some of our collection. We already have a good relationship with the Stainmore Railway Company at Kirby Stephen, and we have now reached a partnership agreement with the Yorkshire Dales Railway (YDR), which runs from Bolton Abbey to Embsay, near Skipton in North Yorkshire. We are helping to finance their carriage shed extension in return for their long-term agreement to housing both ECJS 377 and Thompson 1706 under cover. Work on their carriage shed extension started over the winter, and will probably be complete in May, at which point ECJS 377 will move there. In due course Thompson 1706 will also move there, but it is hoped that it might first come

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FRONT COVER IMAGES BY PETER LUND. These two historical carriages, East Coast Joint Stock TK 377 and Thompson RB 1706 are to come under the LNERCA umbrella. Please turn to pages 6 and 7.

to the NYMR, where it could feature at this year's September gala, and in the LNERCA's special train the following weekend.

Towards completion of ECJS 189.

Meanwhile, back at Pickering, work has steadily progressed on ECJS 189, the Victorian dining car which is destined to be our flagship carriage. As many readers will recall, some years ago we managed to acquire a pair of Fox bogies, which is what the carriage originally ran on. Overhaul of these bogies stalled when it was discovered that their wheelsets needed retyring. However, at the end of last year they went to Rileys at Heywood for retyring and are due back in April. In parallel the Fox bogies themselves are now being overhauled at the NYMR's bogie facility at Kirby Misperton, so there is the increasingly likely prospect of having them finished this summer.

Meanwhile ECJS 189's interior fit out continues well thanks to the efforts of our great team of volunteers at Pickering. The restoration standards being achieved will surely put this vehicle in line for a heritage award.

The vision

We have two key challenges to pursue simultaneously. The first is to get a seven-coach teak train running on the NYMR. In 2021 we should have four coaches, comprising BTO 43567, TK 1623, TTO 56856, shortly to be joined by RB 641. We have under overhaul in the Atkins shed the NRM-owned TTO 23956, which is making good progress. In parallel we have subcontractors working on CL 88339 and TK 23896 at Spennymoor. Moving these vehicles to our new Kirby Misperton facility in May will enable us to accelerate their restoration programme.

Together this gives us the seven vehicles we need for the set, which will be maintained by us, and when not operational, be kept under cover in the NYMR's new carriage stable (due to open shortly).

Secondly, we need to complete the work on our two very special dining cars, ECJS 189 and NER 945. They will offer unparalleled style and elegance to those who travel in them. Imagine what it would be like to have either or both of them attached to the NYMR's Pullman dining train!

With our new Kirby Misperton unit, we now have in place the facilities with which to achieve this vision. Thanks to your support, either as a volunteer or through donations, we are well on the way.

The next five years

A small sub-committee of Trustees is now putting together a 5-year financial plan, a key criterion of which is that it must be financially risk-free, i.e. income must exceed expenditure. Income mainly comprises the NYMR fleet maintenance contract, the hire of vehicles to other railways and donations, membership subscriptions and donation, and grants (e.g. from National Lottery Fund). Expenditure can be kept below income provided we minimise the use of sub-contractors and/or paid staff, but on the other hand using them would speed up the achievement of the vision outlined above.

Match funding initiative and other donations

This is the reason why we're launching a new match funding initiative, supported by a donor, which is simply this. All donations received before the

end of June 2021, including existing standing orders, will be matched pound for pound up to £50,000. Together with Gift Aid, this means that every £20 donation will be worth £45 to the Association.

To take advantage of this match funding opportunity to support the Association, please find enclosed a donation form with this newsletter, or alternatively it's very easy to make an on-line donation through our website.

We are also in need of a number of items with which to fit out the Kirby Misperton facility, so if you can help out with any of those, that also would be appreciated. A full list can be found on the next page.

More volunteers welcome

Finally, none of this would be possible without our team of volunteers. Now that lockdown restrictions are starting to ease, it's great to see so many returning to the Atkins shed at Pickering. But now with Kirby Misperton we're hoping that many more of you will come forward to help with our restoration work. If you'd like to give it a try, please contact Marcus Woodcock, our Volunteer Liaison Officer, whose contact details are on the back page of this newsletter.

We also have three volunteer vacancies which need to be filled – Sales, Stock Control and Admin. All are part-time and all can either be home-based or office-based, whichever you prefer. Details of these positions are included in this Newsletter.

Conclusion

The advent of the Kirby Misperton facility allows us to make a transformational change to the Association. For the first time we will have our own office, which will also become our registered address.

It will help us to achieve our vision of a seven-coach teak set running on the NYMR, together with two historic dining cars, and other carriages of heritage significance, which we will hire out to other heritage railways.

The Trustees of the Association really appreciate everything members have done to get us this far, either as a volunteer or as a donor or both. Your continuing support is vital to achieving our vision.

Nick Stringer March 2021

Annual General Meeting

The AGM is planned for Saturday 8th May. The AGM papers are included with this newsletter as a separate insert. We are expecting this to be a both a face-to-face meeting in the Classroom at Pickering station and virtual using Microsoft Teams. The Classroom is large enough to accommodate 20 people socially distanced.

If you plan to travel and attend the meeting in person you must ensure that you register your attendance with me by Sat 1st May. If you wish to attend virtually, please can you register your email address with me by the same date. I will send out a meeting invite 1 hour before the meeting is due to start with instructions. There will be a link on the email which will open Teams up if you have it installed, otherwise it will join on your default web browser. You won't need any installed software to join.

If there are any last-minute changes, such as new lockdown restrictions, I will contact everyone who has been in touch to advise of any new arrangements.

Dave Cullingworth, Secretary

An Appealing Appeal

By Dave Cullingworth.

**External Pic of
Unit 10**

With the acquisition of a 'new' premises for restoration work, conveniently close to the NYMR, we will need to equip it for its new role and this is where you might like to help out with this exciting new venture? All manner of items will be needed, ranging from decorating materials to domestic appliances and hardware. Not only that, but we will warmly welcome any of you able to lend a hand to put the building into good order for its new restoration role. Because it has additional rooms above the workshop area, this means it can provide an office as well as meeting room facilities - which will be useful when the NYMR's existing meeting rooms are not available due to prior bookings.

Wanted list

Trade

Painters and decorators, carpet/flooring fitters, plumbers, electricians.

Materials

Paints - emulsion/gloss white, heavy duty work benches, carpet & flooring materials, piping, screws to hang doors, office desk and chair, chairs and tables to use in mess room, microwave, kettle, toaster, fridge, 100m of cat5 cabling, plates and cutlery, Hoover, cleaning utensils.

Do please get in touch with any of the committee members (see back of Newsletter) if you can assist, either with materials, labour or artefacts and implements. This new restoration shed, which will complement that of the NYMR's Atkins shed at Pickering station yard, will make an enormous difference to the LNERCA's activities and, more importantly, progress. We do look forward to hearing from you. Many thanks.

LNERCA takes these two carriages under its wing

LNER-designed RB 1706

Making its debut in 1948, 1706, together with its sister 1705, made their appearance in the 'Flying Scotsman' service, but is best remembered for being in the formation of 'The Elizabethan' express which commenced operation in 1953 to mark Queen Elizabeth's coronation. It stars in the British Transport Film 'The Elizabethan'. BR rebuilt it from its Lounge Buffet Car role to plain RB in 1959. In latter years it worked in the Harwich Boat Train service. Both it and 1705 passed into Departmental service, serving at Penmanshiel and Crianlarich from where they were withdrawn and sent south for scrapping at Meyer Newman, Snailwell. 1706 was reprieved, put up for sale and bought by VSOE, later changing hands to a Llangollen consortium which restored the unique 1706 to this superb condition. The LNERCA has become its custodian.



Photos: Peter Lund.



East Coast Joint Stock TK 377

Nigel Gresley had only been installed at Doncaster Works for two years when 377 made its appearance in 1907. Built to a GN design for the East Coast Joint services, operated by the GN, NE and NB Railways, 377 plied its way between the two capitals for many years. With the Grouping in 1923, it became 1377 and later still took the number E52055E. It spent some years on the Great Central section. Upon withdrawal, Departmental service beckoned for use by the Eastern Region Civil engineer for which it was renumbered DE 320444. It served in East Anglia. Upon being withdrawn for the second time, preservation status followed. It first went to the Colne Valley Railway, then a period in store at Doncaster (Wabtec's Works) where it nearly met its end. Fortunately, a Llangollen Railway member rescued it and took it to Llangollen in July 2001.

Who's Who? & Fleet Status

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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	Under restoration
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 unrestored
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
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	Under restoration
Gresley TTO 56856	York, 1935, to Diagram 186	Serviceable
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	Repairs in hand
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
Gresley TK 377	Doncaster, 1907 to ECJS Diagram 22	Llangollen Railway
Thompson RB 1706	Doncaster, 1948 to Diagram 352	Llangollen Railway
ON LOAN FROM THE NATIONAL COLLECTION		
Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	Repairs in hand