



Founded 1979

## Newsletter No. 126

## July 2021

**John Carr reveals plans for marketing the LNERCA**  
**See pages 4-5**

**Kirby Misperton workshop now open for business**  
**See pages 8-9**

**East Coast Joint Stock TK 377 - amazing survivor!**  
**See pages 10-14**



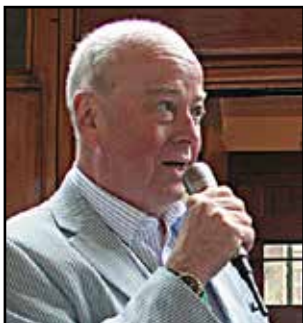
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## View from the Chairman

Welcome to the latest edition of your Association's newsletter. It's good to be able to report progress on the developments announced in newsletter 125.

Our new facility at Kirby Misperton is filling up with carriages. NER 2118, the one with the greatest need of tender loving care, arrived in April, shortly after we took over the site. Gresley TK 23896 and Thompson CL 88339 have already moved down from Spennymoor and are in position. Andrew Daniel is well on with the partitions needed to make 23896 a compartment coach

again, and on the CL much of its wasted bodywork has been replaced by Jim Chittock.

The transformation of the facility into a productive restoration base is continuing apace under the leadership of Jim Brettell. Security and fire alarms are installed, hot water is now available thanks to Andy Pollard, and the electrical supply is being sorted out by Mark Russell.

Dave Jobling, our archivist, has established an archive room in the offices, which makes it easier to refer to drawings, although our main archive facility remains in Pickering. Dave Cullingworth has demonstrated new skills as a carpet fitter. Thanks must also be recorded to Kelvin Whitwell, who runs the NYMR's bogie shop in Unit 9 next door, for all his help in getting us moved in.

Back at Pickering, volunteers are returning. The 10-year overhaul of TTO 23956 is going well, as you can read in Marcus Woodcock's report. Next to it in the Atkins shed the interior of ECJS 189 is starting to look like a Victorian dining car, thanks to the completion of its ceiling and the arrival of its magnificent Lincrusta decoration, which is an authentic reproduction of the original. For this we must thank Helena Brazil and her team who spent a week on site installing it.

One setback is the delivery of the new tyres for the Fox bogies, coming from South Africa, which is indefinitely delayed, making it more likely to be next summer before they go under ECJS 189. We can live with that if we have to, because 189 is currently sitting on a pair of perfectly decent Gresley bogies, so we just swap them over when the time comes, but we are also looking at other solutions.

Elsewhere, our two new coaches, ECJS 377 and Thompson 1706, are still at Llangollen. The new shed at Emsay is finished, so they can now be moved, the only question being whether 1706 can come via Pickering to form part of our Association members' special this year.

Of the three remaining carriages at Spennymoor, NER 945's roof is being worked on, with all necessary materials on site for its new roof covering. The plan is for this coach to be the next to come back to either Pickering or

**FRONT COVER BY RODNEY TOWERS. Reid Transport was the haulier contracted to bring three carriages to the LNERCA's new workshop - Unit 10 at Kirby Misperton. The second carriage to arrive was 1935-built TK 23896, seen here on June 10 shortly before being lowered down the ramp into the workshop.**

Kirby Misperton for completion, wherever space becomes available.

On the NYMR, the working teak set currently only comprises three coaches, because buffet car RB 641 has been found to be far from watertight on its return from the subcontractors who repaired it after the vandal damage. We are working closely with the NYMR Carriage and Wagon department to sort these issues out, and hopefully RB 641 will be rejoining the working set in time for the high summer season. Then the NYMR will be able to provide a superb nostalgic experience for the travelling public to enjoy.

The match funding initiative announced in the last Newsletter has already attracted over £10k worth of donations, so the total value to the Association is £25k. Many thanks to all of you who have supported this scheme, and just to encourage any further donations the deadline has been extended to July 31st. Together with Gift Aid, this means that every £20 donation made will be worth £45 to the Association. Our bank account is with Lloyds Bank, sort code 30-63-64, account no. 27410460.

### More volunteers welcome

There is good news also to report as regards volunteer vacancies. Jim Brettell has come forward to take over from Mark Stovold as Stock Controller, and John Carr has volunteered to take over from Russ Whitwam on the sales side. Many thanks to both Jim and John for taking on these roles, and also of course to Mark and Russ for all they have done in the past.

Meanwhile with three coaches needing to be worked on at Kirby Misperton, we're hoping that more of you will come forward to help with our restoration work. No specific skills are needed, and you would be helping preserve these fabulous carriages for future generations. It could also do wonders for your health - social prescriptions can be much more effective than pills! 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.

It should not be too long now before we can announce details of our special train on October 2nd. It's subject to confirmation of removal of all lockdown restrictions of course, but as soon as we can we'll let you know the booking arrangements.

### Achieving our vision

Our purpose is to recreate an authentic experience of the golden age of rail travel. The transformational change to the Association as a result of the Kirby Misperton facility will allow this to happen.

It will help us to achieve our vision of a full LNER teak set running on the NYMR, as well as having our two historic dining cars, and other carriages of heritage significance, for the travelling public to enjoy.

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

**Nick Stringer June 2021**

# Marketing the LNERCA

by John Carr.

At the recent AGM I offered to take on the marketing and publicity roles for LNERCA after being an armchair life member for a very long time. My love of teaks dates from childhood with holidays on the GE Cambridge main line and an all too brief year at Morpeth when the rise of the NER as a pioneering railway ahead of its time in business organisation became a long-lasting fascination.

My career in public transport took me from academia to Greater Glasgow (later Strathclyde) Passenger Transport Executive. The fledgling Scottish Railway Preservation Society was then based in the fire damaged transit shed at Falkirk Springfield Yard. The collection already included Gresley TK 10021, used for accommodation at that time, and Thompsons BC 80417 and TTO 13803. Later these were joined by BTK 62515 from breakdown train use, RB 644 and BGP 4271. The Pigeon Van was intended for use as a mobile shop, the engineers seeing it as a wheeze to displace me from me the goods office through which visitors walked to access the collection in the shed.

Think airports and the long and winding road through duty free to the food courts and waiting areas. My same theory at Falkirk, ladies - usually accompanying enthusiasts rather than there by choice - would stop and browse the (then unusual) collection of household items (dusters, tea towels, mirrors etc) and children's books including a first preservation outlet I think for Reverend Awdry from his original publishers pre-franchise. This was far preferable to climbing up the steps into the BGP which became the second-hand books outlet for SLOG (Scottish Locomotive Owners' Group) at Bo'ness until cosmetic restoration for the Museum of Scottish Transport. Enthusiasts weren't forgotten with smaller items like mugs, postcards, pens etc.

Meanwhile, removed from the stains inevitable in a working depot, we had booksellers' terms will all the main publishers of enthusiast books and built a lucrative mail order business: we made a killing on Derek Cross's Scottish volumes published in the 1970s! Every so often our house seemed to gain a few inches more headroom after emptying the loft into hired vans to visit open days and rail-fairs at BR and industrial premises, traction engine rallies and model railway exhibitions. My wife bears the scars of driving a hired Transit to Aberdeen when I couldn't find my driving licence and none of the rostered assistants had yet joined the expedition! Then I moved to West Yorkshire where thirty years with a transport day job and a growing family left no time for active preservation involvement and in any case my money's worth more than my dodgy hand-eye co-ordination manual skills!

## What can we do on the NYMR?

Fast forward to impassioned pleas in the Newsletter, the hybrid AGM and bang! Once again I'm looking at developing marketing and publicity operations that will hopefully build worthwhile sales and other revenues over the years. LNERCA presents different challenges to SRPS. Our coaches are either in motion or off the visitor trails under restoration. With sufficient volunteers I'd investigate the possibility of a brake van shop or a trolley operation on the NYMR teak set but that's for the future. Small sales (for example the Teaks booklet, maybe badges, postcards and DVDs) might be achieved from the buffet counter if staff and NYMR agree and we could design a sympathetic back of counter display case to use once Covid ends. People are more interested in other things at Christmas, New Year

and Easter, so that's a possibility for spring 2022.

We are fortunate to have a web sales facility already and once we've sorted out the sales stock and transferred some of it south the first evidence of activity will be web-sales and mail order. Web-sales and publicity go together. Here I bring in my role as North Eastern Railway Association Trustee charged with increasing awareness of NERA as THE Association for all railway interests in the North East, past, present and future. I see opportunities for NERA to be an arm's length "umbrella" for mutual co-operation between all of the different voluntary railway organisations in the wider region. As a first step I am looking at the possibility of working together with organisations such as the 1903 NER Autocar Trust (with which I have a similar role), LNERCA, NELPG and some of the smaller preserved lines to increase their sales and 'presence' in the railway press to and take advantage of greater purchasing power for sales items through co-operation and shared promotion.

## The modern way of communicating!

The other medium I must mention is Social Media. Despite having an early qualification in computing, I've only recently taken to social media. This has tremendous possibilities, particularly for the younger generation who already see Facebook and Twitter as 'old school'. It requires someone with greater understanding and the time to develop LNERCA's existing activities in this respect

It is my intention, with the support of the Chairman, to form a small publicity and marketing sub-committee and I shall be very grateful to hear from those interested to contact myself at john@carruk.net or any of the Committee. Anyone who can help with social media is particularly welcome: as with all activity, more minds generate more copy and more/sales!



**A sales counter in the Gresley Buffet 641 is one possible opportunity being considered, notwithstanding providing an improved refreshment service in the LNER set - freshly ground coffee once the Stills boiler is reactivated. Photo: Murray Brown.**



# Secretarial Synopsis

By David Cullingworth.



## Summary of Committee and Trustees Meeting of 8th May 2021

- Nine Trustees, one Committee member and two ordinary members were present at this significant meeting, being the first to be held in the meeting room at Unit 10, Kirby Misperton.
- The five-year financial plan was approved by the Trustees.
- It was confirmed that, when restored, the NYMR owned 'fuss free' access carriage (for those who have a disability), Gresley TTO 43632 would be on a separate agreement to the main teak set and the LNERCA would take on maintenance of the body.
- John Carr had kindly agreed to take on Sales Officers role from Russ Whitwam.
- Jim Brettell, who has been managing the fit out of Kirby Misperton offered to take on the role of Stores Manager.
- There is a real need for Project Managers who can manage and co-ordinate work streams. Each carriage needs a 'Champion' to look after it.
- Thompson non-corridor CL 88339 was discussed and whether we should reinstate the toilets. Technically it is thought that as they are in the centre of the vehicle and there is space underneath, it should be a straightforward exercise to install a retention tank without the need for the electric pump and pipe runs. It was agreed in principal that we should look into this but the priority is to get the carriage operational first.
- We are looking at replacing the information boards on Pickering station and including an information point next to the bay where the CCT and upholstery store (RF 42969) reside.
- Unit 10, Kirby Misperton - a lot of hard work has gone into the preparation of Unit 10 lead by Jim Brettell - see below. I have been involved in fitting out the office area on the first floor. I would like to thank my employer, Wolseley UK, for the donation of a large quantity of floor tiles and several steel cupboards that became available following our HQ refit in Ripon.

The opportunity to help set up a 6,000 sq ft carriage works from the blank canvas of a vacant industrial unit only happens once in a lifetime and therefore took little thinking about.

The unit at Kirby Misperton will not only provide a high quality and secure work environment, with plenty of space for the restoration of three carriages, it will also have unrivalled facilities for volunteers. In addition to a comfortable mess, well equipped kitchen, hot and cold running water, clean and tidy loos, there will be a shower, washing machine, personal lockers and a fully DDA compliant toilet. Happily all this will be mostly achieved making best use of existing facilities, donated time, labour and materials.

Now all three carriages are safely installed, the fitting-out can speed up with the sourcing of industrial racking, storage shelving, access staging and work benches. As always, we are on the look out for good quality second hand or salvage items and any information as to possible sources are most welcome. Of particular interest are work benches and personal lockers.

We are grateful to our partners next door, the NYMR, especially with the carriage delivery and there will no doubt be ongoing synergies in the future as each strives to restore and operate heritage rolling stock for public delight and education.

**Jim Brettell.**

## Membership Matters

Once again, may I extend my thanks on behalf of the committee for your continuing generosity. Your membership and donations are making so much difference and we really are grateful. The chairman makes mention in his column of extending our scheme whereby a benefactor is offering to equal any donation - the closing date is July 31st and already the LNERCA has benefited by some £25K - truly superb.

**Peter N Wilson, Membership Secretary**



### Received via the membership Account and general fund from the last Newsletter up to May 31, 2021:

*WJ & S Berridge, Grantham; JJ Maxim, Ipswich; JG Gurnett, Dunstable; DA Jobling, York; D & J Hodgkinson, Derby; T & W Taylor, York; B Robinson, Hull; N Carter, Guisborough; J Preston, Leeds; AP Butler, Bromley; JW Bursell, Ripon; CJ Johnson, London; ODW Smith, Salisbury; AN & J Barton, Burton-On-Trent; DW Hall, Newcastle Upon Tyne; PN Trotter, Leeds; M Holland, Boston; J Seaton, Sweden; JKW Pearse, Bradford-On-Avon; ATW Marsden, Darlington; PJ Howell, Edinburgh; JP & S Hartley, Doncaster; DC Allen, St Albans; B Jones, Sleaford; CA Worby, London; AR Wilson, Skipton; AJ Scott, York; DJ Roethenbaugh, Pickering; J Watkinson, Driffield; GE Maslin, Peterborough; MH Stovold, Pickering; H Robertson, London; JR Brettell, Leeds; RS Yole, Northallerton; PM & A Johnson, Whitley Bay; RM Brown, Peterborough; GC Pettitt, Woking; MG Thompson, Stockton-On-Tees; CH MacLennan, Haywards Heath; R Barrett/B Hudson, Guisborough; JP Mottram, Welwyn; PL Brunson, Brough; B James, Sleaford; R Cockton, London; D Bent, Nottingham; M Trice, Croydon; W Rothschild, Berlin; I Jefferson, Plymouth; J Freear, Wakefield; P Adams, St Neots; A Pace, Tamworth; J Hodgkinson, Derby; M Russell, Barrow on Humber; J Wilkinson, Middlesbrough; K Foster, Scarborough; L Copley, Robin Hoods Bay; M Allatt, London, M Brown, Gateshead; M Chapple, Darlington; M Jewson, Leeds; M Papworth, Bradford; N George, Lymington, N Stringer, Knaresborough; R Buckthorne-Cooper, Chelmsford; R Burns, Falkirk; R Hill, Oakham; R Thompson, Chesterfield; R Towers, Harrogate; S Cox, Rawdon and S Jenkinson, Wichenford. **Thank you all so much for your contributions.***

# Welcome to Unit 10 at Kirby Misperton, Pickering

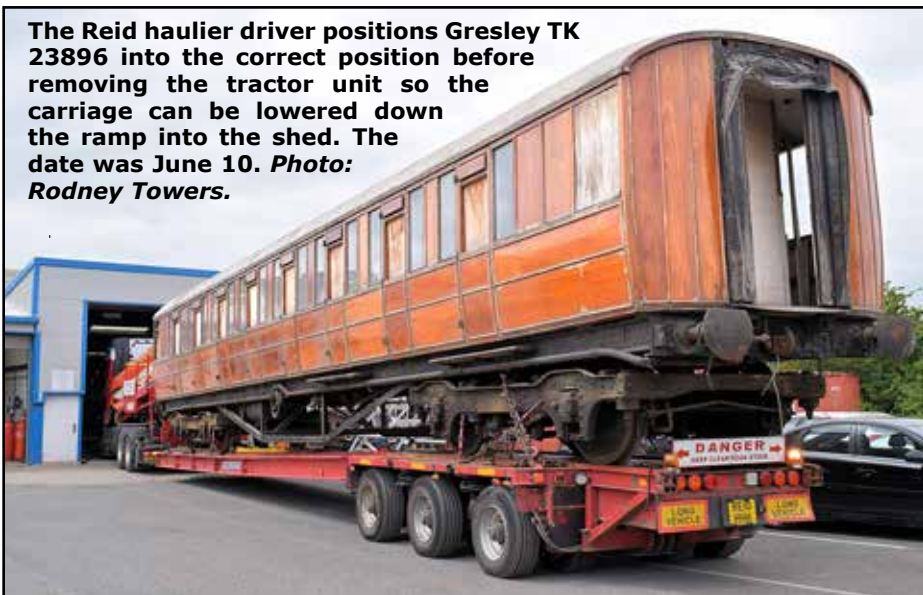
The new workshop is already full with carriages and much work has been undertaken to provide all facilities.



First carriage installed was NER First Open 2118 on May 3 which had come the 13 miles from a farm at Barton Hill where it had resided for seven years. The moving of 2118 into the industrial premises means the carriage is under cover for the first time in over 40 years. It is in extremely poor condition and an assessment is to be made to see what can be done to conserve it, pending a rebuild. *Photo: Murray Brown.*



Unit 10 is now full! Left to right: Thompson CL 88339 (showing its new corner pillars), TK 23896 and FO 2118. *Photo: Rodney Towers.*



The Reid haulier driver positions Gresley TK 23896 into the correct position before removing the tractor unit so the carriage can be lowered down the ramp into the shed. The date was June 10. *Photo: Rodney Towers.*



You name it, we move it! Yes, meet the coach movers: left to right - Neil Cawthorne, Nick Stringer, Andrew Daniel, Dave Cullingworth, Marcus Woodcock and Jim Brettell, the latter who has worked tirelessly in equipping Unit 10 for use. *Photo: Rodney Towers.*



# An East Coast survivor

East Coast Joint Stock TK 377 is 114 years old with a remarkable career. Murray Brown provides the narrative.

There are eight extant East Coast Joint Stock carriages surviving – and one of these is in two halves in Aberdeenshire. The LNERCA now owns a quarter of these with the acquisition of No. 377, a Corridor Third, built at Doncaster Works.

No. 377 becomes the third oldest of the Association's fleet and dates from 1907, two years after Nigel Gresley assumed the mantle of C&W Engineer for the Great Northern Railway and his influence can be seen in 377. Electric lighting had just made its appearance and the 'trademark' Gresley profile, one of the best looking carriage designs, which was to last until 1943, had arrived.

The ECJS ran the Anglo-Scottish expresses during the Victorian and Edwardian times until the LNER was formed in 1923. The LNER renumbered it 1377, the first digit denoting former ECJS stock.

## A precarious life

This carriage has had a precarious existence having been involved in an accident at Buddon, near Carnoustie, in June 1924. It was in the consist of



The ECJS survivor is pictured at its 'home' for many years - Lowestoft. It is believed to be standing on the remains of the former Yarmouth South Town branch - closed May 4, 1970 - which curved off the main line at Coke Ovens Junction, half a mile from Lowestoft station. *Photo: Martin Gill.*



DE 320444 was on East Coast Main Line duties when espied at Potters Bar on January 18, 1979. The double doors, added when the carriage entered Departmental service, can be seen and the odd practice of painting doors yellow on the olive green livery. *Photo: Phil Bevan.*

the 07.30pm King's Cross-Aberdeen service of 12 carriages. When traversing the trailing connection from the Down loop, the last six carriages in which 377 was one, became derailed as did the trailing bogie of the carriage in advance. Fortunately, only five passengers suffered from shock. The locomotive, North British Railway 'Atlantic' H Class, later designated C11 by the LNER, No. 868 *Aberdonian* and the first eleven carriages travelled for some 470 yards before coming to a stop, the rear carriage being separated by 350 yards. The subsequent inquiry could not find any substantive cause for the accident. There was considerable damage to the rolling stock and permanent way, but 377 lived to see another day.

In October 1934 the TK received number 52055 and had migrated to the Great Central section.

As is so rare these days, (because of lack of records) its everyday service cannot be documented but we do know it was withdrawn from revenue-earning service in March 1956. For a carriage to last in public service for 49 years is quite remarkable – in fact twice its design life.

The fact this carriage is still with us is, of course, due to the fact it was retained for Departmental use. E52055E was extensively gutted, with a pair of double doors added at one end and it was given the Eastern Region

number of DE 320444 in April 1957, the prefix denoting its use by the Civil Engineering department. Its role was a Staff & Dormitory coach. Even more incredible was the fact that it survived in this role for 33 years – most of which was spent roaming the rails in East Anglia. This part of the country has relatively few main areas of activity and DE 320444 was often stationed when not in use at Lowestoft – location of a sleeper works. Norwich and March were other regular haunts. By 1990, it was out of use, but there appeared to be no rush to remove it from the books. So many of the Gresley-designed departmental carriages fell victim to the wholesale replacement by BR-built Mk.1 carriages, their woebegone condition after decades of use not warranting major expenditure.

**A close escape**

DE 320444 was stabled in Norwich yard when another departmental carriage coupled to it was severely damaged by fire. One end of 377 was scorched, fortunately this was the end that had been altered when the carriage was converted for departmental use. This fire could so easily have seen the vehicle’s permanent demise. The compartment side of the carriage has now been restored to its original configuration.

It is believed to have been bought privately in 1993 but remained in Norwich Goods Yard until 1995 – quite remarkable because BR usually requires prompt removal of carriages sold. The purchaser, be it a preservationist or

**No. 377 was one of three of its type, Corridor Third with eight compartments, built in 1907 to Diagram 22. Nigel Gresley had arrived at the Great Northern Railway’s Doncaster Works in 1905 and by the date of 377’s construction, the familiar outline associated with this eminent designer and which was to last until the 1940s, was already evident.**



**Two more recent views of this historical carriage on the Llangollen Railway where it has resided for two decades. It is looking much more respectable following much attention to its bodywork. Soon ECJS 377 will be moved to Emsay. Photos: P.Lund.**

scrap contractor has to complete a form – RSL3/Sales which, upon signature and receipt at the Rolling Stock Records office, Derby, completes its removal from the system. The owner eventually transported it by road to RFS Doncaster (now Wabtec). The years passed and eventually RFS asked the owner to remove it and its future was again under threat. There was a likelihood the carriage would be scrapped.

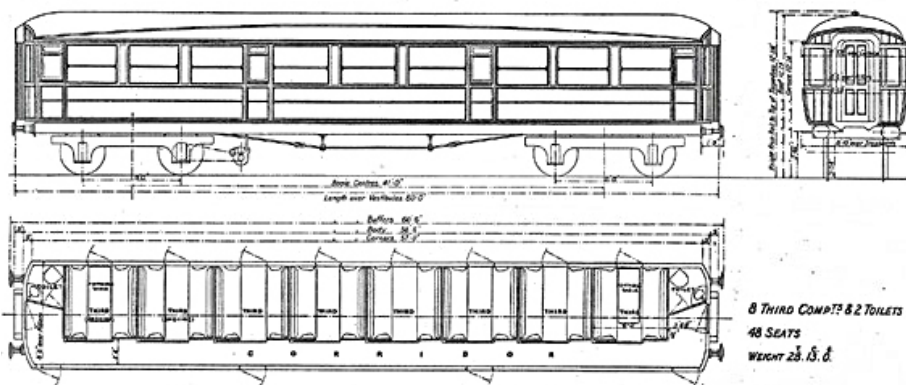
**Change of owner**

In 1999, ownership passed to LNERCA member, Peter Lund, and it was to be moved to the Llangollen Railway. However, it had to be made presentable before it could be moved. A small team painted the faded departmental green to 1950s’ carmine and cream in two days. This was a Herculean effort.

After two decades, Peter decided it was time to consider finding a new home or owner. By now, 377 was back in varnished teak and LNER brown, vaguely resembling its visual identity when it first took to the rails in 1907.

In April 2021, another LNERCA member assumed ownership, putting the historical carriage in the name of the LNERCA. Its new home is to be the Emsay & Bolton Abbey Steam Railway, formerly known as the Yorkshire Dales Railway. There are few carriages with such a remarkable timeline: Public service – 49 years, Departmental service – 37 years, Preservation status – 28 years. It has endured fire, crash, neglect and abuse in its 114 years – truly a survivor.

**E.C.J.S. THIRD CLASS CORRIDOR.**  
73, 74, 75, 96, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386.  
BUILT AT DONCASTER, 1907.





# Restoration progress

By Marcus Woodcock.

With 2118, 23896 and 88339 now safely undercover at our Kirkby Misperton site, and fitting out of the facility well underway we can settle down to working on five coaches (and one van!) at once. With this in mind we need more volunteers to help out with all aspects of restoration, if you have any spare time please contact me, details are on the back page.

## TTO 23956

All the east side large teak panels are now refitted and glue blocked in position, splits in the top panels are repaired and the complete side has been cleaned with Oxalic acid. The window beads have been removed to allow the failed sealant to be replaced and the body is sanded down ready for varnish after the panel beading is fitted.

The old roof covering is now completely stripped off, damaged boards have been repaired and minor faults made good with West glue. The next task is to use a belt sander to flatten any cupping in the boards to prevent damage to the new polyester roof covering.

Inside on the East side the ply wood is refitted and the screw heads filled to provide a smooth surface for the old vinyl to be refitted, both sides of the ply have been coated with epoxy sealer to prevent water damage in future. The window frames are rubbed down ready for paint and the Tiflex floor thoroughly scrubbed.

## ECJS RTO 189

A transformation is taking place within this coach. Many hours were spent sanding and filling the ceilings ready for the application of the Lincrusta borders. Helena Brazil and the



**You could be forgiven for thinking this is a medical emergency tent free from deadly infection. This is inside ECJS 189 with plastic sheeting hung from the cant rail - this is to protect the newly varnished woodwork whilst the lower ceiling and clerestory is filled, sanded, and painted prior to the Lincrusta friezes being applied. Photo: Murray Brown.**



**Frank Holmes makes a mould in connection with the manufacture and fitting of the Lincrusta friezes in 189. The next Newsletter will contain a feature on this remarkable process. Photo: Phil Brunson.**

team from Lincrusta Heritage spent a week in mid June applying the 3" wide borders found in the 1893 catalogue. Working from old photographs, patterns were created, these were used to produce silicone moulds which in turn were used to cast the borders in "Jesmonite" a modern take on the old Lincrusta which was linseed oil based and had to be pressed under high pressure and is not practical to make in small quantities. Once out of the moulds the borders were glued up to the ceiling whilst in the "green" state to take the shape of the curved ceiling. The result looks fantastic!

The pantry is also showing great progress, with the clerestory windows and latches fitted, the decorative columns and cornicing have been replaced and given two coats of white undercoat. New wooden mouldings are now in production which will allow completion of all the coach ceilings down to cant rail height.

## CL 88339

Work has temporarily stopped on this coach which has now been moved to our Kirkby Misperton facility. The contractor is currently employed on some of our more pressing projects, when he returns to the CL the steel cladding will be removed from the remaining side (which was inaccessible at Spennymoor) and frame repairs will continue.

## TK 23896

Now at Kirby Misperton, the coach is having its corridor screen and divisions repaired and replaced by a contractor. This will involve repairs to the supporting floor and new plywood bottoms to the screens followed by repairs to the veneers.



# Who's Who? & Fleet Status

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

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<b>Sales Officer</b>	John Carr, Email: john@carruk.net Tel 07941 039222

## 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
ECJS TK 377	Doncaster, 1907, to Diagram 22	Awaiting move to Embsay
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 K.Misperton
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 116	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
Thompson RB 1706	Doncaster, 1948 to Diagram 352	Awaiting move to Embsay

## ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	Repairs in hand
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