



Founded 1979

Newsletter No. 127 October 2021

Elizabethan Express - the extraordinary story of the sole surviving Thompson Lounge Buffet Car E1706E

See pages 8-17





View from the Chairman

Welcome to the latest edition of your Association's newsletter, with more exciting developments to report.

Kirby Misperton

In the long term, the supply of teak for current and future restoration projects has always been a concern, because good quality teak in large sizes is virtually impossible to find. However, thanks to a tip-off from one of our members, the opportunity arose to buy, at a favourable price, a large quantity of top-quality teak that had been stored in a barn in Essex for more than 30 years. This has now been delivered to our

Kirby Misperton site, where it will be sorted out to fulfil the orders we have already received for some of it from other heritage coach restorers. We now have more than enough teak to meet our needs for many years.

A big thank you to all of you who have donated items to help with the fitting out of Kirby Misperton. Donations include racking, work benches, dust extraction and pipe threading equipment. As always, we are extremely grateful for such useful gifts as we continue to equip Unit 10 as an efficient, safe and welcoming place to volunteer. It may not have trains running past the door, but the facilities will be second to none. As time goes on, it will develop its own culture and atmosphere adjoining as it does our NYMR colleagues next door. Fitting out of the mess room, store and DDA compliant toilet is well in hand, as is the relocation of spares and stock from both the Atkins building and Pickering workshop. Unit 10 provides the LNERCA with a step-change opportunity to be both more productive and more efficient at all three sites.

Meanwhile at Kirby Misperton the coach which has shown the most progress of late has been Gresley TK 23896. There was a setback with the unexpected discovery of rot in one of its cant rails, but that has already been repaired, and the corridor partition is going up as well, as are the compartment partitions.

The other good news is that Ian Carney has agreed a contract to work with the Association as a carriage restoration contractor. This is privately funded, so it is at zero cost to the Association. Much of Ian's time will be spent at Kirby Misperton, where he will play a key role in pushing through the transformational change to the Association that is possible as a result of the Kirby Misperton facility.

Pickering

It has been a frustrating time at Pickering because of the diversion of resources into sorting out what are really unnecessary problems with the Gresley buffet car (RB) 641. Unfortunately, when the coach returned from the contractor whom the NYMR

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FRONT COVER BY GARY LYNE. Visitor at the NYMR Steam Gala was rebuild 'Saint' 2999 Lady of Legend, pictured at Water Arc with the 11.43 ex Grosmont on 26 September with three of the LNERCA's fleet in tow, plus two Mk.1s. INSET PHOTO: PETER LUND. Thompson Buffet E1706E leaves Llangollen.

used to overhauled it, it was stood outside in the yard without anyone knowing that the roof was not actually watertight. When this was finally discovered, it was sheeted over, but the damage had been done. As well as sorting out the roof, it has effectively required a complete rebuild of its interior. The good news is that this work is complete. It has been proven to be watertight, and the coach looks magnificent. It can now take its place in the LNER set.

A key event for us has been the formal opening of the new carriage stable on the NYMR at Trout Farm. This will enable the operational teak set to be kept under cover when not in passenger traffic on the NYMR, thereby protecting the carriages from the elements and saving us much unnecessary maintenance. It will prove of great assistance to us in achieving our long-term objective of keeping all our carriages under cover.

Also at Pickering it is great to see so many volunteers returning to the Atkins shed. The 10-year overhaul of TTO 23956 has made rapid progress, particularly with painting of the roof. Now that RB 641 is finished, we can put more resources on to 23956 and get it finished for the next running season.

Within the Atkins shed ECJS Restaurant Third Open (RTO) 189 is also steadily progressing, the latest addition being the reproduction Victorian lights for the end vestibules. The next item to purchase is gold, which perhaps some kind member(s) might consider funding. We have found evidence of real gold leaf on some of the original elements in 189 and elements on other coaches of a similar era, even though they are (merely) 3rd Class. Therefore we have concluded that genuine gold leaf would have been used in late Victorian times. We need five packs (2500 leaves) of 23 carat gold leaf decoration for the Lincrusta, blind covers, clerestory mouldings and panel mouldings within ECJS 189. One of our regular volunteers has been a gilder for several decades and will be capable of applying the leaf. The cost will be about £2800, and if you feel like sponsoring this, or part of it, please do contact me.

Llangollen, Emsay and Spennymoor

A way from Pickering, coaches ECJS Corridor Third (TK) 377 and Thompson Buffet E1706E have finally moved from Llangollen to Emsay. This move was waiting the completion of the carriage shed extension at Emsay, where both vehicles will be kept under cover, in line with the Association's policy of keeping all the fleet protected from the elements. It is just coincidental that this move has happened at the same time as other vehicles have moved away from Llangollen, in connection with the insolvency there.



Mike Illingworth scrapes the old varnish of the curved cornice prior to revarnishing. This cornice is screwed onto the end of the carriage (23956) and traps the overhanging polyester roof covering. Photo: Murray Brown.

Yes - this really is gold leaf! Such was the sheer magnificence found in Victorian carriages. The gold leaf - the first experimental application - is applied to the Lincrusta frieze. If you are willing to help sponsor some of the gold leaf required to finish the interior, please contact Chairman, Nick Stringer. Compare this opulence to that in today's trains - grey plastic. Photo: Neil Cawthorne.



At Spennymoor, there are three remaining carriages. NER Open Third (TO) 945 is still scheduled to be the first to return to either Pickering or Kirby Misperton for completion. The decision as to where depends on which gets finished first, TTO 23956 or CL



88339. Unfortunately it's not been possible for any work to continue on 945 whilst it is at Spennymoor due to shortage of labour.

The immediate future

A big event for the Association was our special train which ran on

Just look and admire this magnificent gasolier replica of a Pintsch light globe. Bruce Robinson of the Hull & Bansley Railway Stock Fund has been instrumental in manufacturing this. It will hang the other way up, with the glass dome pointing downwards. It is fitted with a L.E.D. light bulb, but it is intended to try and cover it with a gas mantle. Photo: Murray Brown.

October 2nd. Our Buffet 641 was not operational, but Jim Kay and his team organised an excellent refreshment service for which we were most grateful. We had over 80 members and guests on the train, which was a great turn out in the circumstances.

One item we now have for sale, thanks to the efforts of Rodney Towers and Murray Brown, is a splendid new calendar for 2022. It has some superb photos, costs only £10 plus P&P, and by buying it you will be demonstrating your support for the Association. Please contact John Carr, our marketing and publicity officer, by e-mail to john@carruk.net to obtain your copy.

Sadly I have to report an ongoing issue with Paypal, created entirely by that organisation, which has stopped our ability to process internet sales, and to accept donations in that way. I'd be very grateful to those of you who have made standing order donations to switch them to our Lloyds Bank account, sort code 30-63-64, account no. 27410460. Despite daily requests, we are still waiting to speak to someone from Paypal, and this has now been going on for more than 3 weeks.

Finally, a big thank you to all of you as supporters of the Association, and particularly to volunteers and donors or both. Your continuing help to us is much appreciated, and so necessary to our goal of recreating an authentic experience of the golden age of rail travel.

Nick Stringer, September 2021

A Brief Moment in Time!

A year is a long time in politics and also for carriage restoration! So, enjoy 2022 with this superb LNERCA calendar. It has some wonderful evocative images and shows what restoring LNER carriages is all about - thanks to your support. Numerous locomotives are featured hauling these historic carriages, taken at locations all along the 18-mile route. Come to think of it, it's three calendars in one! Coaches, Steam and Scenery on the magnificent Moors! Cost is £10 plus £2.50 p&p. It's a superb way of supporting the cause of keeping these magnificent carriages rolling.

Please order your copy from John Carr, Marketing and Publicity Officer, by bank transfer to the LNERCA's Lloyds bank account Sort Code 30-63-64 Account No. 27410460 - important: please quote Cal22 as your reference. Alternatively, you can pay by cheque by posting your order to John at: 4 Maybury Close, Petts Wood, Orpington, Kent BR5 1BL



Secretarial Synopsis

By David Cullingworth.



- Trustee Neil Cawthorne has undertaken the IOSH Managing Safely course held by the NYMR. Neil is now in the H&S Officer role and is working on an LNERCA safety case helped by one of our volunteers Nick Smith, who has experience in that area.
- Trustee approval has been given to start working on another HLF application which is likely to be focused on the Kirby Misperton site. A separate working group will be set up and will report back to the Committee at regular intervals.
- Teak, mahogany, and plywood is now in stock and needs auditing and sorting. Several orders have already been received from other heritage railways.
- A new teak train guide is to be produced. Member Richard Hayward has kindly provided an updated text. Like the current version, this will be aimed at the general public. The committee agreed that we should produce an LNERCA stock book aimed at the enthusiast market. Murray Brown's carriage histories on the LNERCA website would be used as a starting point for this publication.
- A new calendar is to be produced and is now on sale. A new sales stand has been delivered with updated information boards. The committee has agreed that we will no longer be selling second-hand items such as books, magazines, and model railway equipment. The new, smaller sales stand will be used for selling LNERCA branded items and provide information and a way of publicising the LNERCA and recruiting new members and donations.
- John Carr, the new Sales & Marketing Officer, is now sharing admin of the Facebook page with me.
- The Yorkshire Dales Railway would like to use ECJS 377 as an upholstery store once it is emptied. It was agreed that this was a good idea as it gives it a purpose until its restoration can start, and of course it will still be under cover.
- The Pickering Sleeping carriage has been recommissioned and this enabled long distance volunteers to stop over and help on the late summer working week. Due to Covid, this was the first working week since August 2019.

Smile says the Bean Counter

Do you buy things from Amazon? Did you know you can earn extra money for LNERCA at no extra cost to yourself?

By using Amazon Smile you can do this quickly and easily. Just go on line to smile.amazon.co.uk and log in as normal to Amazon. From Your Account, select Amazon Smile, then you can change or set your charity by searching for LNER Coach Association and we will receive 0.5%. Not a massive amount, but it can all add up.

We still receive a substantial amount in the form of Gift Aid each year (over £10,000 this year). If you haven't signed up for Gift Aid please consider doing this if you are a taxpayer. After all, who doesn't like getting money out of the tax man? You can find a link to the gift aid form on the donations page on our website.

If you haven't signed a Gift Aid form in the last few years can you please complete a new one. This will ensure that our records are properly up to date in case the aforementioned tax man comes calling!

Adrian Laming, Treasurer and Chief Bean Counter.

Membership Matters

It's my pleasure to thank and acknowledge all these kind supporters whose donations help us achieve so much with our restorations.

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

DL Percival, Knebworth; JS Dawson, Leeds; AF & G Anderson, Peterborough; CS Thompson, Bishop Auckland; C Hall, Royston; ED Hewson, Barnetby; KE Foster, Scarborough; JS Mills, Doncaster; M Trice, Croydon; JT Taylor, Sutton-In-Ashfield; M Coleman, Crediton; J Wilkinson, Middlesbrough; G Wells, Redcar; JC Dyas, Harrogate; JF Barry, Letchworth Garden City; D Bent, Nottingham; M Braithwaite, Leeds; RP Houlton, Hull; B Pickup, Hove; JM Kay & J Hugill, Pickering; PW Small, Haverhill; JH Hasler, York; DA Young, Manchester; AR MacIntyre, Leominster; C & S Rhodes, Selby; A Barton, Burton on Trent; A Beckett, Bristol; A Marsden, Darlington; A Middleditch, Hitchin; A Snowden, Redhill; C Jones, Bridlington; D Brownbridge, Bath; D Griffiths; D S Williams, York; D Sunderland, Newcastle; D Wood, Guisborough; Dr R Pearce, Yarm; Dr Thompson, Hull; E Taylor, Hunstanton; G Cassidy, Stockport; G Hodgson, Royston; G Nodes, Sutton on the Forest; J Barry, Letchworth; J Howell; J Maxim, Ipswich; K Foster, Scarborough; L Copley, Robin Hoods Bay; M Allatt, London; M Brown, Gateshead; M Chapple, Darlington; M Papworth, Shipley; N Stringer, Knaresborough; P Lund, Chester; Prof D Watkins; R Burns, Falkirk; R Chapman; R Hill, Oakham; R Pearce, Yarm; R Thompson, Chesterfield; R Towers, Harrogate; S Cox, Rawdon; S Evans; S Jenkinson, Wichenford; CJ Johnson, London; WJ & S Berridge, Grantham; P Dealtry, Leeds; J Banham, Sheffield. **Thank you for your on-going support.**

Peter N Wilson, Membership Secretary.



The S15 825 runs past Moorgates on September 24. BTO 43567, TK 1623 and TTO 56856 are on the rear. Photo: Rodney Towers.



Take your seat or stand in the Elizabethan Express

From premier high-profile use to lowly use with track trains in Scotland, Murray Brown relates the remarkable story of how this unique carriage escaped the burning tunnel at Snailwell, and its long journey back to being a prestige carriage once again.

To carriage aficionados, the numbers E1705E and E1706E are held dear. They were special – really special, and distinctive, enhanced by the fact that because there were only two of their type, they attracted far more attention than carriages of which there were many in the class. They were, of course, the two Thompson Lounge Buffet cars built in 1947, emerging from Doncaster Works in May 1948 for use in the revamped (consisting entirely of Thompson stock) 'Flying Scotsman' service from 31 May that year. E1706E, now in the custody of the LNERCA, and its sister, E1705E, plied the East Coast Main Line for nigh on ten years before migrating to secondary routes, both undergoing a major revamp in the process and finally ending their days being used by the Civil Engineering department. Indeed, E1705E and E1706E were virtually inseparable twins and only fate intervened at the end of their BR lives to ensure only one escaped scrapping.

Debuting in 1948 (Lot No. 1197) the fact that only two of its type were constructed at Doncaster Works (Diagram 352) was itself strange because, usually in the railway world, small number of types of vehicle, be they carriages or locomotives are invariably an operating nuisance or more expensive to maintain than a large-sized fleet. They were built specially for the 'Flying Scotsman' sets, a concerted effort being made to equip this premier formation in 1948 by post-war Thompson design carriages.



A still from the classic 'The Elizabethan' film showing E1706E. This scene was shot from the parallel Midland lines at Werrington, three miles north of Peterborough. This BTC film can be enjoyed today on YouTube.



Journey's end for 'The Elizabethan'. A4 60017 Silver Fox pulls into Edinburgh Waverley - one of the closing sequences of the BTC film. Lounge Buffet E1706E is the fourth carriage from the locomotive.

When outshopped from Doncaster, E1705E and E1706E carried ersatz teak livery, i.e., the metal-panelled sides were scumbled to look like wood grain.

In 1951, the 'Capitals United' express made its debut, hauled by Gresley's A4s. Both E1705E and E1706E were moved into these sets and continued their Anglo-Scottish encounters. With the Coronation of Her Majesty Queen Elizabeth in 1953, the 'Capitals' was renamed 'The Elizabethan' so beginning the reign of what many regarded as the pinnacle of East Coast steam express trains – the non-stop 'Lizzie'. With one of the sets booked for a Scottish-based A4, railfans of the era could not wait for the highlight of the day – the passage of either the Up or Down 'Lizzie'.

Shortly afterwards, it was goodbye to scumbled teak as the new corporate 'blood and custard' colours were adorned on the entire sets which, when hauled by the blue A4s, made a wonderful sight.

Fame on the silver screen

It was during this time that an unexpected event took place which would ensure E1706E would not be forgotten and propelled it into the celebrity status of the carriage world, a distinction which few attained. This was the prominent inclusion of the Lounge Buffet in the British Transport Commission's 'The Elizabethan' film which can still be enjoyed today, courtesy of YouTube. This depicts the journey of the 'Lizzie' from King's Cross to Edinburgh, featuring the crew, star of the film A4 60017 Silver Fox, and views inside the train including sequences inside E1706E. This magnificent timepiece film, one of the best produced by the BTC's film unit under Edgar Anstey (1907-1987), has become a classic and was set to play an important role in E1706E's revival in later years. 1957 witnessed two changes for E1706E. This was the last year 'The Elizabethan' ran and the same year saw lined maroon become the new livery for main line services. Thus, E1706E

received its third colour scheme since new, but its days on front line ECML services were at an end. Both the Lounge Buffets began to be rostered for secondary routes such as Cleethorpes to King's Cross. It soon became accepted that their interior was not ideal for their current role and plans were made for a major interior revamp. E1706E entered Doncaster Works on 11 August 1958 for a CI repair – the largest afforded to carriages. During this major overhaul, the interior was extensively altered so that E1706E (and later E1705E) were more in keeping with the standard LNER Gresley RB. 24 seats with tables were installed, the huge long bar counter was cut back and propane gas cooking equipment was fitted. E1706E emerged on March 2, 1959 – a transformed catering vehicle. In retrospect, this revamp almost certainly ensured the RBs' (as they had now become) longevity because they were no longer specialist carriages and could be exchanged with Gresley Buffets.

Edward Thompson, after whom the carriage was credited, was responsible for introducing the metal bodied carriages after the second world war and it was during Arthur Peppercorn's reign as Chief Mechanical Engineer that E1705E and E1706E were introduced in 1948 but, as we know, all LNER-designed post war rolling stock is designated, perhaps wrongly, as 'Thompsons'. There is, perhaps a little irony in that here was one of Thompson's creations, being converted to emulate Gresley's successful RB design, the opposite to that when Edward Thompson rebuilt Gresley's *Great Northern*.

E1706E had a blast with the past as it became part of the RB pool for the intensive cyclical 100mph ECML workings with Deltics in 1963-64, appearing in the 'Flying Scotsman' for a spell (seen 26.3.64 and still there 31.3.64) - its other diagrammed services included the 'Heart of Midlothian'. Unusually, E1706E was given attention at the locomotive depot, St Margarets, Edinburgh, on January 22 1964. Another notable duty

In the 1970s, the former Lounge Buffets, now designated Restaurant Buffets after their CI rebuilds in 1959, were regular performers on the Great Eastern lines. Not only did they work the Parkeston Quay-Manchester 'Boat Train', but also Liverpool Street-Parkeston Quay services. Maintenance was undertaken at Thornton Fields, near Stratford. Here is E1706E being shunted in the Liverpool Street terminus. Photo: David Jones.



David Jones' second image at Liverpool Street station clearly shows the revised internal layout - gone was the 22ft long bar to be replaced by 24 seats and tables. This revamp was undoubtedly the reason why both Thompson buffet cars survived the length of time they did, being compatible and interchangeable with the Gresley-designed RBs.

was working in the RCTS/SLS 60009 'Jubilee Requiem' from King's Cross to Newcastle on 24.10.64.

Of interest is that since being rebuilt in 1959, only once did E1706E visit Doncaster Works for classified repair (C9 in 12.01.62 to 22.01.62), the aforementioned St Margarets (C9), and Glasgow Works (C4 repair from 01.03.77 to 23.03.77). All other Works' attention was given by York Works – on 25 occasions (1959-1976).

Both RBs continued their lives on the secondary expresses out of King's Cross which included the Cambridge Buffet Car services.

For a short period from 1965, the RBs were transferred to the North Eastern (formed in 1959 and lasting until 1967). E1705E was certainly spotted as NE1705E on June 8, 1965. Wherever E1705E went, E1706E was sure to follow! However, on February 26, 1966, both RBs returned to Eastern Region ownership.

Another change more visible took place in 1966 for E1706E when on June 25, of that year it emerged in the BR corporate colours of BR blue/grey, its fourth livery variation since new. Into the blue/grey era, E1706E worked in the 23.07.67 King's Cross to Newcastle charter with 4498 *Sir Nigel Gresley*. It was at Bounds Green 12.08.67 and worked excursions from York in August 1968.

Remember 'The Highwayman'? This was the cut-price Finsbury Park-Newcastle via Stockton service, usually operated with an English Electric Type 4 (later dubbed Class 40). From May 1970, E1706E and Gresley RB E9122E were included in this service, the latter being replaced by E1705E in that September. Besides 'The



Highwayman' duties, E1706E appeared in the King's Cross to Grimsby service on 01.6.71. It popped up on 23.4.72 in the 15.15 King's Cross to Leeds, and on 26.7.72 the Cambridge Buffet diagram. E1706E was seen on 30.12.72 working the Harwich to Manchester service. Indeed, the 1970s saw both Thompson RBs become associated with, and well photographed, in the formation of the Harwich Parkeston Quay-

Left: In the short time - less than two years - the Thompson buffets were part of the Scottish Region fleet, the majority of their use was on the West Highland Line and West Highland Extension to Mallaig. SC1706, minus its suffix 'E', is pictured being shunted at Fort William. Photo: Alan Crowther, courtesy of Andrew Crowther.

Manchester Piccadilly 'Boat Train'. This brought E1705E and E1706E well and truly onto GER metals, with servicing at Thornton Fields, near Stratford, east London. Works attention continued to be given courtesy of York Works.

Sightings in 1974 included E1706E being diagrammed in the FO 10.40 Newcastle to King's Cross in August and a Newcastle to Edinburgh service on 28.9.74.

By now, these LNER survivors were regarded as celebrity carriages. This was aided by the fact that the surviving LNER Gresley RBs had finally been withdrawn, the last one in 1977, rendering the Thompson RBs as the last LNER carriages in revenue-earning service. E1706E was being stocked for excursion work at York on 31.3.76. The Thompson RBs saw considerable use in excursion traffic.

Final revenue use in Scotland

In late 1977, E1705E and E1706E were transferred to the Scottish Region, the third

This is the only known photograph of 1705 and 1706 in use for the Penmanshiel diversion project. Taken on June 3, 1979, it shows both Thompson Buffets and three of the four Mk.1 Sleeping vehicles for use by contractors' staff, stabled at Grantshouse, close to Penmanshiel. Such was the hurried requirement for this duty that they had not even received their Departmental numbers of DB 975881 and DB 975882. Photo: John Turner, 53A Models of Hull Collection (the late David R Vickers).



region to see these fascinating vehicles on their books. It is believed they might have been part of a swap arrangement with the Scottish Region as several of the BR Mk.1 RBs (series 18xx) headed south. They assumed the numbers SC1705E and SC1706E and were in regular use on the West Highland Line in the summer of 1978, working on the 08.36 from Glasgow Queen St to Mallaig and 16.00 return (which conveyed the Euston sleepers from Fort William). Besides their main use on the West Highland Extension services, they did work on other internal Scottish services, including Inverness.

Departmental role

Their role on Scottish workings was short lived because on March 17, 1979, the Penmanshiel tunnel collapsed during civil engineering works to enlarge it to allow the passage of 8' 6" containers. Such was the severity of the remedial works needed that the decision was taken to construct a new diversion, by-passing the tunnel. For this, both SC1705E and SC1706E were officially withdrawn and put into Departmental use, providing facilities for round-the-clock working on the new diversion line. They were given the numbers DB 975881 and DB 975882 and were based at Grantshouse, along with four Mk.1 Sleeping vehicles.

Following the new diversion line's opening, both carriages were used for a brief time elsewhere with the Scottish Region's Civil Engineer but this was short lived. By now DB 975881 (the former E1705E) was in engineer's green but DB 975882 remained in blue and grey. Soon after, they were condemned for the second time.

Normally, the Scottish Region would arrange for their disposal via the Supplies Manager at Derby. Because both contained asbestos insulation in the floor, they were immediately earmarked to be consigned to Mayer Newman, Snailwell, near Newmarket (Eastern Region) which owned and operated the burning tunnel facility. This process burnt any flammable materials, exposing the dangerous insulation which was then

hosed off as a slurry into tanks below. This slurry was then disposed of to a controlled waste tip. Residual metal was then cut up for scrap.

It is not widely known, and certainly not previously published but both these Thompson buffet vehicles were actually condemned at Crianlarich on the West Highland Line. Their first port of call was York Yard because it was the Eastern Region which managed the disposal of all asbestos-containing carriages and arranged the weekly train to Snailwell – usually

The Thompson Lounge Buffets only had eight seats in an alcove, with the bar saloon beyond - beautifully restored to as-built condition by the THBA. LNERCA Chairman, Nick Stringer, enjoys the ambience of this unique Buffet. Photo: Rodney Towers.



The bar, 22ft long, offers considerable opportunities when it comes to revenue earning possibilities. Indeed, at one event on the Llangollen Railway this carriage took £6,000! Photo: Peter Lund.



from Tinsley Yard, the main storage yard for contaminated carriages. It was now that good fortune intervened.

Fortuitously, in charge of BR Eastern Region carriage disposals was the author, whose responsibility including liaising with Mayer Newman Ltd on a weekly basis and to plan and arrange the movement of carriages for disposal. With the historical importance of the two RBs, there was no way the author was going to allow these RBs, now 32 years old, to go for scrap. The plan was to remove them from the Snailwell-bound consist and, instead, offer them for normal sale. In those days, this was permitted, provided the new owner was made aware of their responsibilities when it came to body repairs. The area Health & Safety office was also notified and it was that office which contacted the new owner accordingly.

One Thompson Buffet sent for scrap

A set-back ensued: Within days of their arrival at York Yard, the Area Manager's staff were in contact advising that dangerous insulation was falling out of the corroded floor of DB 975881, alias the former E1705E. This caused consternation in Hudson House, the headquarters of the CM&EE Department. The carriage immediately received

hurried attention and was patched up sufficiently to allow its immediate forwarding to Whitemoor Yard, March and then onward tripping to Snailwell. This was a bitter blow to the

Silver service on the crack 'Elizabethan' A4-hauled express - no mediocrity with plastic cups which today's travellers have to endure.



author who had been optimistic of saving both carriages for preservation.

DB 975882 (E1706E) was duly offered for general sale, but instead of a preservationist acquiring it, Sea Containers, which operated the Venice Simplon Orient Express, was successful in its bid in 1981. Sea Containers merely wanted important spares from this carriage as part of the programme to form and restore a set of Pullmans for its luxury train operation. Again, this was a severe disappointment to the author as it began to look like both RBs would be lost to the preservation sector. Upon being moved to Carnforth, the heavy-duty M-type bogies, dynamo, end doors and gangway ends were removed. It wasn't looking good for this, by now, unique survivor, and possible scrapping began to be on the horizon, though this would be an expensive proposition in view of the remaining insulation.

Salvation by a preservationist

Enter LNER carriage preservationist Peter Lund – long-time supporter and member of the LNERCA. He bought the remains of DB 975882 for £1,000 in 1983 and, in December 1985, took it to the Llangollen Railway where he was on the board of that heritage railway. With several colleagues, they formed the Thompson Heritage Buffet Association.

The subsequent years witnessed a remarkable transformation and the new owners valiantly tried – and succeeded – to recreate the carriage's original design. The first job was to have the insulation professionally removed – at vast expense.

For three years, the Buffet was sent to Cammell Laird's Birkenhead shipyard under the Amarc apprentice training scheme during which time, much of the structural work was put in hand. It is worth mentioning that Peter Lund paid out some £200 to the National Railway Museum to obtain original drawings to aid its restoration. However, they also had another trump card – the BTC film 'The Elizabethan' The numerous sequences inside E1706E were a godsend and helped enormously, even though the BTC film was shot in black and white. Good job the floor tiles were originally black and white. Attention to detail was extraordinary – even down to the curtains in the seating area coupe which seated only eight passengers. This well known BTC film also helped the LNERCA in determining the moquette to be used in Thompson TK 1623 as there were sequences inside the train in which the seating material could clearly be seen and photographed, albeit in black and white. A tip-off from Gordon Maslin, Railway Vehicles Preservation (RVP), was that this moquette might date from 1938 when the 'Flying Scotsman' carriages were revamped. This proved correct as Andrew Daniel then managed to match the b&w photographs with swatches of material kept in the National Railway Museum.

Of interest was the fact that the official drawings for the Lounge Buffet depicted eight bar stools, but it was evident that had they been fitted, there would have been severe restriction to those passengers walking past. It is believed none were ever fitted – certainly no photographs have been seen showing the bar stools in situ.

By July 2012, the Thompson Buffet was all but finished – a really creditable restoration. Visually, the fairing below the bodysides were put back giving the carriage such a special identity. It can be revealed that during one function when there were 52 people inside, the fairing was touching the bogie frames! Because of its starring role in 'The Elizabethan' and the fact it is the only known surviving carriage from that train, it



Pictured at Llangollen, E1706E looks absolutely replendent - a tribute to the Thompson Heritage Buffet Association. Photo: Peter Lund.

was decided that carmine and cream was the only suitable livery in which to adorn it. There is one anomaly – the solebar fairing should be black, although it has to be said the present crimson certainly suits the carriage and gives it such a distinctive appearance.

During the restoration, the pressure ventilation was re-instated, although it is not generally in use due to the drain on the batteries. In addition, conventional steam heaters have been installed.

E1706E saw intermittent use on Llangollen Railway services and it was due to be part of the heritage railway's Berwyn Belle dining train but this did not materialise. Its long periods out of running service were a disappointment to the owners and was the reason why the LNERCA was approached to see if the Association would be interested in becoming the custodian, the THBA still retaining ownership. Agreement was reached and this wonderful survivor which escaped oblivion twice arrived at Emsay on the Emsay & Bolton Abbey Steam Railway on Tuesday 3 August. The LNERCA has funded an extension to the carriage shed here to enable E1706E and East Coast Joint Stock TK 377 (which arrived the previous day from Llangollen) to be housed under cover.

A detailed list of improvement work has already been undertaken and attention is to be given in the coming months. Such is the magnificence of this prestige carriage that it is intended to make it available for visits to heritage railways.

The author is indebted to Peter Lund for his major contribution in not only saving this historical carriage from being scrapped but also for his contributions to this history. In addition, David Lowther and John McNab have enhanced E1706E's extraordinary life history with further detailed observations.

Restoration progress

By Marcus Woodcock.

LNER Tourist Open Third (TTO) 23956

A big thank you to all those who helped during Coach Week which focused on repairs to the coach roof. The boards were belt sanded to remove any cupping and sharp edges, The roof was then thoroughly vacuumed and mastic was applied to any wide gaps between the boards and any bolt heads. The coach sides were masked off with polythene sheeting and the roof given a coat of bonding primer to seal the surface.

The new polyester fleece is laid in three longitudinal strips 1200mm wide, with a generous overlap between the sheets, the two outer sheets are done first bedded down on a thick layer of Durashield which seeps through the fleece and merges with a thick second coat applied on top and allowed to dry, the third fleece is then laid down the centre in similar fashion. Once dry, two more coats are rolled on top to fill any small gaps, the roof is now ready for the rain strips and fittings to be applied.

ECJS Restaurant Third Open (RTO) 189

Neil Cawthorne has filled any small imperfections in the new Lincrusta ceiling borders and primed them ready for painting. He has produced several test pieces to show the final gold finish, initially using gold paint then modern gold foil and finally real gold leaf. This has proved that the only thing that looks like gold is gold! So we have decided to use proper gold leaf just like the original ceilings and timber mouldings - we are now seeking donations to cover the cost of this work.

Decoration of the pantry ceiling is now complete and the new hardwood mouldings for the main saloon ceilings are done and more of the toplight window



Durashield is applied to the polyester roof covering on TTO 23956 by Marcus Woodcock (left) and Ken Richardson. Photo: Gary Lyne.



In Unit 10 at Kirby Misperton, there is considerable progress being made on Gresley Corridor Third 23896. This was a former secret mobile control carriage and was extensively gutted for its possible use in wartime. For this, the compartment walls were removed, but most of the corridor screens were left in situ. The latter are either being repaired or replaced and the compartment partitions are being put back, as can be seen in the picture on the left. The main photograph shows the somewhat empty nature of this TK looking down the corridor. Acrow Props are used to support the roof until the partitions are put back. Photos: Dave Cullingworth.

catches are fitted.

The supporting frame for the south end gangway is now being rebuilt and modified to take the BR Mk. I flexiters that will secure the top of the gangway faceplates. The signwriting on the east side is nearly complete, with just the numbers to complete.

LNER Composite Lavatory (CL) 88339

An asbestos removal contractor has removed asbestos rope wrapped round sundry heating pipes and taken out the heat shields under the compartment steam heaters.

NER Restaurant First Open (RFO) 2118

The specialist contractor has removed the asbestos from the steam main which was covered in asbestos rope, and stripped asbestos sheet from the battery box tops.

LNER Corridor Third (TK) 23896

Repairs to the plywood corridor screens and compartment divisions are going well. An ancient 'dodgy' repair to the cant rail was found and now this has been cut out and repaired properly. The timbers supporting two of the compartment floors had been cut away during the coach's departmental days, these have now been strengthened.

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
ECJS TK 377	Doncaster, 1907, to Diagram 22	Stored at Emsbay
NER RFO 2118	York, 1922, to Diagram 204	Stored - Kirby Misperton
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 repair K.Misperton
Gresley BTO 43567	York, 1935, to Diagram 191	Serviceable
Gresley TTO 24109	BRC & W, 1936, to Diagram 186	In store, partly rebuilt
Thompson CL 88339	Cravens, 1947, to Diagram 338	Under repair K.Misperton
Thompson BG E110E	York, 1948, to Diagram 344	In store unrestored
Fish Van E75169	Faverdale, 1949, to Diagram 214	Under restoration
Thompson TK E1623E	York, 1950, to Diagram 329	Serviceable
Thompson CK E18477E	York, 1950, to Diagram 328	In store, partly rebuilt
CCT E1308E	York, 1950, to Diagram Y006	Restored – stores van

ASSOCIATED VEHICLES

Gresley saloon 43087	Doncaster, 1909, to GNR Diagram 10	Stored Ecclesbourne Rly
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 SLT 1299	York, 1930, to Diagram 109	In store unrestored
Gresley TTO 43632	York, 1935, to Diagram 186	Under restoration
Gresley RB 641	York, 1935, to Diagram 167	Serviceable
Gresley TTO 56856	York, 1935, to Diagram 186	Serviceable
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 3857	York, 1936, to Diagram 155	In store Stainmore Rly.
Thompson RB 1706	Doncaster, 1948 to Diagram 352	Minor repairs at Emsbay

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956	Met-Camm, 1936, to Diagram 186	Body overhaul underway
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