



Founded 1979

Newsletter No. 128 January 2022

Turning Over a New Leaf

How gold leaf is applied inside 189 See pages 5-7

The LNER Wishes You Good Night!

Story of the Convertible Sleeper See pages 8-10

Last Remains of a Piece of Luxury

The history of a brass door lock See pages 14-15



Supported by

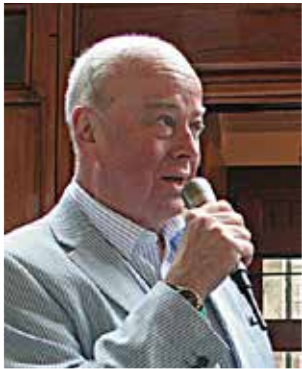
The National Lottery®
through the Heritage Lottery Fund



**Heritage
Lottery Fund**



Supported using public funding by
**ARTS COUNCIL
ENGLAND**



View from the Chairman

Busy times continue for the Association, with a mixture of contractors and staff working simultaneously on four carriages, two at Kirby Misperton and two at Pickering.

Kirby Misperton

Great progress has been made on 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 and all the compartment partitions are now in place. It's

beginning to look like an 8-compartment coach again! Andrew Daniel is currently working on the toilet partitions.

CL 88339 has also moved on, thanks to the efforts of Jim Chittock. Unfortunately, what was hoped to be a quick and easy carriage restoration project is turning out to be the opposite. This popular carriage arrived from BR as a runner in the early years of the NYMR and therefore never required a ground up restoration. Over the years it has had many repairs and overhauls, including new roof canvas, door and frame repairs and 1st class upholstery replaced. However, it now looks like its time has come for a thorough restoration. Removal of the steel panelling has revealed the very poor state of the framing, much of which is being replaced. The ceilings are in the process of being stripped, which will allow a completely new electrical system to be installed.

Meanwhile Ian Carney and Jim Brettell have continued the work in fitting out Unit 10 to make it a place fit for heritage railway carriage restoration. Floors and walls are being painted, and lighting and electrical systems upgraded. Safety systems are in place, with appropriate safety equipment such as scaffolding towers installed. There is an added bonus with an upholstery area having been established, which has allowed Steve Hone to start work on repairs to the CL's interior seats.

Pickering

Back at Pickering it is great to see so many volunteers returning to the Atkins shed, where there is plenty of interesting work for everybody.

.....

FRONT COVER BY John Hunt. A delightful, evocative image showing what the LNERCA is all about. The NRM's V2 4771 Green Arrow passes Abbots House, south of Goathland on March 30, 2008. From the front, the rake comprises GNR saloon 3087, FO 43654, TTO 56856, RB 641, TTO 23956, BTO 43567 and CL 88339. Regrettably, the first two are no longer on the NYMR.

The 10-year overhaul of TTO 23956 continues to make good progress, and we are on track to have it ready for the NYMR's next running season, at least as far as the carriage body is concerned.

Our flagship project, ECJS RTO 189, is also doing well. Following the appeal in the last newsletter for financial assistance with the purchase of gold leaf, two of you came forward with very generous donations, with sufficient to cover not only the entire cost of the gold leaf, but also going some way to the cost of the gasoliers. Many thanks to Ron Pearce and Charles Appleby for their generosity, which has enabled us to obtain the gold leaf and start applying it.

Elsewhere at Pickering it is good to report that for the first time ever, the three coaches that currently comprise the Teak set (1623, 56856 and 43567) have been stored under cover this winter in the new carriage stable on the NYMR at Trout Farm.

The one setback to report is that Gresley buffet car RB 641 is still not operational. Although it is finished both internally and externally, there are still problems with its bearings running hot. Despite help from our friends at Railway Vehicle Preservations on the Great Central Railway, these problems remain to be resolved by the NYMR, who are seeking external technical help.

Embsay

Meanwhile, at Embsay, coaches ECJS TK 377 and Thompson Buffet E1706E have been receiving attention. Two visits with a van have seen most of the contents of ECJS 377 removed, and the carriage is now stored safely under cover in the new shed extension there. At the same time the Yorkshire Dales Railway have been working on the Thompson Buffet 1706 with a plan to bring it into service next year. Watch this space as they say.

Bogies and Luggage Racks

At last there seems to be some progress in getting the new tyres for the Fox bogies, whose wheelsets have been at Riley's for the last 12 months. Late in 2021 it became clear that their proposed South African supplier could not deliver, but fortunately an alternative supplier in Germany has been found and has agreed to do the job, and deliver in late Spring 2022. ECJS 189 may after all run on Fox bogies! Additionally, thanks to the assistance of Birmingham University Archives, we have obtained drawings of the Fox bogies, which will prove invaluable when it comes to their re-assembly.

Additionally, there is good news to report as regards the pair of Gresley bogies due to go under NER 945. They have now been stripped down in preparation for components to be shotblasted and/or repaired as necessary. New tyres are needed, for which a quotation has been requested from Riley's. Their springs have already gone for testing and refurbishment. If all goes to plan, the bogies could be ready to go

Stores van CCT 1308 and Upholstery workshop 42969, both stabled in the Beck Siding at Pickering station, now display vehicle history information boards for the public's education. Photos: Nick Stringer.



under NER 945 later this year.

Elsewhere, we are embarking on a new initiative to get luggage racks made for Gresley carriages 56856, 24109 and 43632. The interiors of these vehicles do not look right without luggage racks. A number of bracket castings were made some years ago, but progress came to a halt because of problems with fettling and polishing them up fit for chroming. Kelvin Whitwell, from the NYMR's Unit 9 next door to us at Kirby Misperton, has helped overcome these challenges, so we are moving forward again, with a plan to make sufficient racks for all three coaches. This will necessitate more castings, so if any member feels inclined to sponsor this project, do please contact me!

Funding

Many thanks to all who have contributed to recent funding appeals, particularly with regard to the bogies destined for NER 945, and the match funding for Kirby Misperton. The latter generated nearly £20k worth of funds which, when match funded, comes to £40k, before consideration of Gift Aid. Both appeals have allowed us to make good progress with both projects. The financial help many of you have given is really appreciated, and although the Association's finances are currently in good shape, please don't stop those donations!

Finally as always a big thank you to all of you as members of the Association for your support, and particularly to working volunteers and donors or both. In 2022, we're planning a number of special events, including a visit to Kirkby Stephen to see the LNER & NER coaches there, the launch of 1706 at Embsay, and of course our annual members' special on the NYMR, probably in early October. It will be great to see you at one or more of these.

Nick Stringer, December 2021

Turning Over a New Leaf

Gary Lyne explains, with the assistance of Gilder Neil Cawthorne, the intricacies of applying gold leaf to the Lincrusta friezes inside East Coast Joint Stock No. 189.

Photographs by Gary Lyne.

What you need:

1) A gilder. Neil has 40 plus years of experience gilding, but this is the first time he has done it upside down, and above him.

2) Gold leaf - the leaf being used is German manufactured, 23 carat, and is 80mm x 80mm, and 0.3 to 0.8 microns thick. It comes in books of 25 sheets, with tissue paper



between each leaf. It doesn't matter which side of the leaf is applied to the lincrusta, both sides of each leaf are the same.



3) A gilder's tip - a special type of brush to transfer leaf from the book to where you want it.

The Richard Tip, is being used for this application, the pad is made of chamois leather, and is totally flat in profile - it is used for transferring the leaf from the book to where you want to put the leaf.



4) Gilder's cushion - used for laying out the leaf before it is picked up by the pad / or for when cutting the leaf into smaller pieces.

Top: Neil, the craftsman, at work!

Centre: The pad used for transferring the gold leaf.

Left: Using the pad to transfer the gold leaf to the lincrusta.

Right: Here, the squirrel brush is used to ensure the gold leaf adheres to the parts in need.

5) Gilder's knife – not a sharp knife, but has a special edge for cutting the leaf if smaller pieces are needed - not to be used for cutting anything else!

6) Squirrel hair brushes of various sizes, for brushing the leaf on to the lincrusta, and onto all the detailing.

Process

1) When the lincrusta is ready to have leaf applied, the first job to do, is give it a coat of gold size. For this particular application where we want to gild the highlights, the gold size is applied using a flat brush and gently brushed on using a glancing motion almost parallel across the surface. This takes approximately 12 hours (depending on the ambient temperature) to dry to the correct tack, and the gold leaf then needs to be applied within the following 12 hours or so. Neil had applied gold size on the Friday, but it was still too 'sticky or gooey' to do anything on the Saturday - it was fine and ready to go on the Sunday though.

2) The book of gold leaf is placed on the gilder's cushion.

3) The leaf is picked up from the cushion, by lightly placing the Richard Tip on it, after having applied the *slightest* pin head of Vaseline to it.

4) The tip with the leaf on it, is gently pressed on to the lincrusta and the leaf is released by the pad being gently rocked from side to side - like a ship rolling on the sea is the best way I can describe it. The pad should not be rubbed from side to side as that will destroy the leaf.

5) Once released and several more leaves are stuck to the lincrusta, a squirrel hair brush is used to make the leaf adhere to all the details and release all the relief bits.



Above: Smaller pieces of gold leaf are cut with a knife - in one movement.



By the end of 2021, the lincrusta on the main saloon upper ceiling had received gold leaf in all its splendour, giving an indication how magnificent this carriage will look when finished.

6) Any small areas that need touching up, can have smaller pieces of leaf applied, in exactly the same method as above. Smaller pieces can be cut to size using the knife - should be cut in a single motion, not in a repeated sawing motion. Smaller pieces require brushing on with the gilder's tip



7) Stand back and admire how good it looks! Neil is debating whether, or how, to seal the leaf, to prevent it being damaged or scratched off when No. 189 is released in to public service. A discussion with Marcus Woodcock has since taken place and probably all the ceiling gilding will not need sealing. Other areas with teak elements to be gilded will be varnished once the gold size has cured.

Left: Neil Cawthorne has also applied some gold leaf to one of the door's lining as a trial. Looks good!

**The LNER wishes you a
Good Night!**

*The London & North Eastern Railway provided a third class service to those travelling overnight, this comprising compartment carriages where the seats converted into bunks, with a pillow and blanket supplied. **Paul Johnson** offers an insight into how these distinctive carriages came into being, only one of which survives, in the care of the LNERCA - SLT No. 1299.*

An interesting picture appeared on Facebook recently that provides important information on the interior of one of our carriages. This was a cutaway drawing that appeared in 'The Sphere' on 20th October 1928. It shows a Diagram 95 convertible Sleeper third similar to Robert Houlton's Diagram 109 number 1299 which is in our collection. We know this carriage is a historically important and interesting carriage, but this adds to some of its detail. For those that are unaware, this carriage can be used for both day and night use, with fold down bunks providing sleeping for four during the night. During the day each compartment seats eight.

The East and West coast operators discussed Third class sleeper provision as far back as 1906. The LNER nearly built some in the 1925 carriage building programme (CBP) but it was cancelled. It was thought that it would take trade from the profitable first-class cars. Obviously, a family needing four berths would not want four first class compartments when they could have one third class and be altogether. Anyway, they finally relented and 16 third class sleepers were built in the 1928 CBP to 9' width Dia. 95. Both the LMS and GWR also introduced Third sleepers at this time. This was followed in the 1929 CBP of another 19 but to 9'3" width Dia. 109. All you got for your money was a bunk with a rug, blanket and pillow. They were extremely popular and convinced the LNER to build full fixed berth third-class sleepers. An interesting fact is that first and composite sleepers were maintained at Doncaster, third class at York. A colourised interior picture of sleeping passengers was on the front cover of LNERCA newsletter 93.

Last survivor is purchased

Robert bought 1299 from York Yard in 1982. Once some refurbishment work was carried it was coupled the LMS sleeper in Pickering Yard. It acted as a mess room to the LMS sleeper as it had a seating area (old cinema seats), a kitchen, a shower (for a time) and two sleeping compartments. It did lose a door due to an altercation with a crane at one stage and had to have it replaced with a blue example from the scrapped Ilford coach. Unfortunately, the battle to keep it watertight was lost and it was sheeted over and placed into store. The LMS sleeper left the railway and was replaced with a BR Mk.3 example.



This cut-away diagram which appeared in 'The Sphere' clearly shows how a top bunk folded down to allow two passengers to lie down, one above the other. Of interest the train is crossing the High Level Bridge, Newcastle.

The Dia 95 was the first end-vestibule compartment carriage built to standard LNER design. The design is very similar to the LMS convertible third-class sleepers in layout internally.

One unusual feature is the four compartments located at all four corners. Each end has a Toilet (to wash) compartment with only a large washbasin and a Lavatory compartment with only a lavatory in it. This is not very hygienic by today's standards and it maybe we will try and fit a washbasin when the time comes. Next comes seven convertible compartments and at the end a Toilet and Lavatory compartment again.

Externally the corridor side has large windows, but the compartment side appears to have the same three windows as a conventional compartment carriage. These windows though, have Stones ventilators fitted. These are fitted to NER 945 and were quite common on various companies' coaching stock. They consist of 2" high rectangles of glass that swivel on their vertical axis in a brass frame. Some survive on 1299. Under these was also a pull-down window like the ones fitted to compartment doors complete with brass handle.

A most informative image

Back to the picture - there is a wealth of written and visual information about the seats. We knew the top bunks folded down, and the pivots, locating sockets and retaining clips for these survive to this day in some compartments as do the ceiling loops for the canvas covered chains. It was assumed that these were sprung fold down beds, but it appears not. A sprung mattress is taken from the seat base and added to the fold down upper base. This also means that the seat base must be sprung to provide the same sprung bed base as the upper bunk. In day use these must have been VERY comfortable seats. Also, the seat bases pull forward to increase the size of the bed. In doing this the base is linked by levers to the seat back. This retracts to the wall as the seat moves forward. They will be fun to make! This arrangement gets a brief mention in the Michael Harris book 'Gresley's Standard Carriages', but fails to mention the seat back retraction. One other thing to note is the ashtray for the upper bunk. This is hidden behind the bunk when folded vertical. One hopes that they were emptied before the bunks were packed away so no smouldering cigarette end could cause damage.

To access the upper bunks, some fold down steps were provided. These folded flat into a box under the small shelf provided for day use. The lighting is also unusual as the bulbs are contained in a globe rather than just bare bulbs. The switch for these was above the compartment door as usual. Storage was in luggage racks on the wall above the windows rather than above the seats. Obviously, that dictated which end your head went. There is also a shelf above the corridor for luggage, this would also dictate the use of recessed light fitting in the corridor. This interesting picture provides many clues to 1299's layout.

LNERCA Fleet Status

Coach No.

Gresley BTO 43567
Gresley TTO 56856
Thompson TK E1623E

Location

NYMR
NYMR
NYMR

Pickering Yard

Current status

In traffic, in NYMR carriage stable.
In traffic, in NYMR carriage stable.
In traffic, in NYMR carriage stable. Will go into Atkins shed when TTO 23956 is complete for rescumbling work. Painter from York booked.
Complete but cannot run - bearing problems. External advice being sought by NYMR.

Vehicles for possible use in Service Set

Gresley TTO 23956	Atkins shed	Under overhaul in Atkins shed. Expected completion of bodywork by April 2021, but bogies need NYMR examination.
Gresley TK 23896	K. Misperton	Andrew Daniel producing toilet and corridor partitions.
Thompson CL 88339	K. Misperton	Frame and door repairs in progress. Being worked on by Jim Chittock & Ian Carney.
Gresley TTO 24109	Spennymoor	Stored - partially restored.
Thompson CK E18477E	Spennymoor	Stored - partially restored.
Gresley BTK 3669	K. Stephen	In traffic. Re-varnishing completed.
Gresley TTO 43632	Wirksworth	Being restored for disabled users by L.S. Engineering, Wirksworth.

Special Use LNERCA Vehicles

ECJS RTO 189	Atkins shed	Being restored in Atkins shed. Ongoing work.
NER TO 945	Spennymoor	Stored - partially restored.

Vehicles for storing materials

Thompson BG E110E	Levisham	Stored under canvas.
Gresley RF 42969	Pickering Yard	In Beck Siding used as upholstery store.
Fish Van E75169E	Pickering Yard	Waiting roof sheet and final painting.
CCT E1308E	Pickering Yard	In Beck Siding used as stores vehicle.

New Arrivals

ECJSTK 377	Embsay	Stored under cover.
Thompson Buffet 1706	Embsay	Being repaired by Yorkshire Dales Railway Aiming to have in traffic in 2022.

Longer term vehicles

Gresley TK 3857	K. Stephen	Stored under canvas.
Gresley SLT 1299	Grosmont	Stored under canvas.
Gresley BCK 10178	Grosmont	Stored under canvas.
Gresley TK 3291	Grosmont	Stored under canvas.
NER RFO 2118	K. Misperton	Drawings being sought.
NER LC 1111	K. Stephen	Stored in shed. Restoration may begin 2022.
GN Saloon 3087	Wirksworth	Now owned by Nick Stringer, to move to Barrow Hill for assessment shortly.

Secretarial Synopsis



I thought it was worth updating members on how the LNERCA is constitutionally set up and advise on some changes in the way we organise and manage ourselves.

Trustees

Trustees are elected by the membership. Our constitution allows a maximum of twelve trustees. We currently have 11 elected, each serving a 3-year term. Trustees must stand down at the end of their 3-year term but are allowed to stand for re-election. The committee roles of Chairperson, Vice Chair, Secretary, Treasurer and Membership Secretary must be trustees. The Trustees responsibilities are:

- Ensure the charity complies with the governing document and the law;
- Ensure the charity is accountable;
- Act in the charity's best interests;
- Manage the charity's resources responsibly.

Other Committee Members

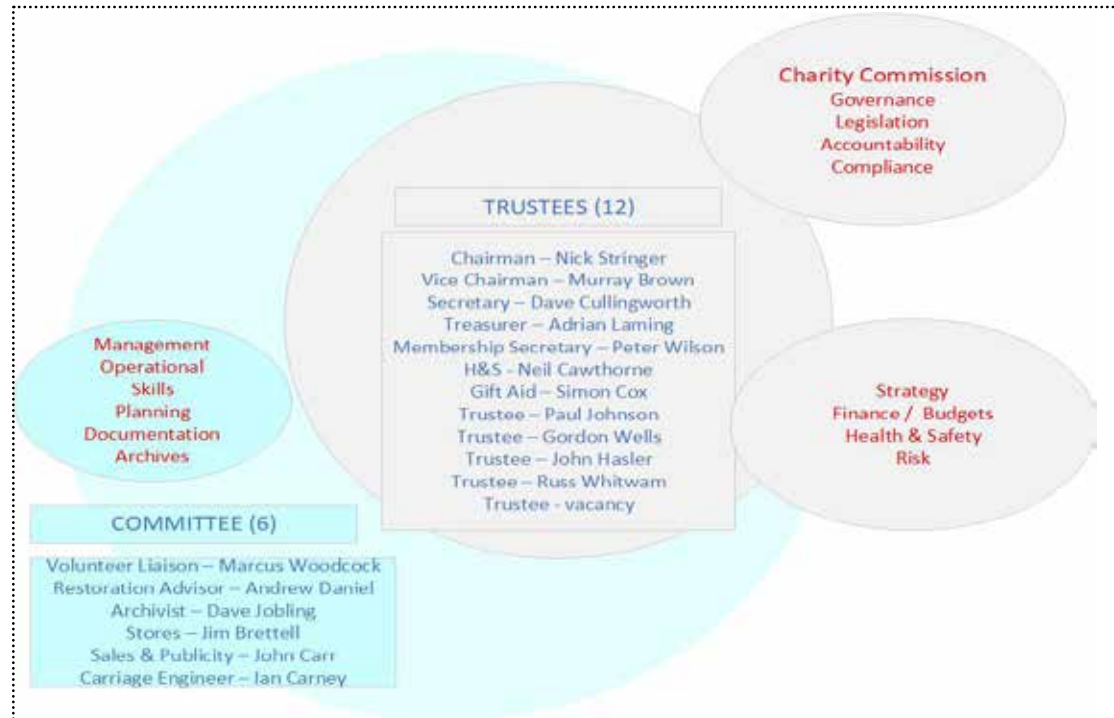
The trustees are empowered to co-opt people onto the committee to fill specific roles as and when required. Committee members may have specialist skills or knowledge required. There may be representatives from other likeminded organisations or consultancy positions. These positions are not subject to the same election and re-election processes as trustees and do not have voting rights on areas covered within the Trustees responsibilities.

Meetings & Procedures

Since we first became a charity in 2001, we have conducted business through four Committee meetings each year plus the Annual General Meeting. These meetings must encompass a vast quantity of discussions, ranging from finance, strategy, governance, Health & Safety and technical discussions on restoration work to current projects. A couple of years ago it was agreed to increase the frequency of these to six times per year as the meetings were exceeding the optimal 2-hour duration. (More than 2 hours causes boredom and loss of focus!). This allowed agenda and items to be spread about and non-urgent items to be deferred to the next meeting.

Over the last year there has been a vast amount happening; taking on a lease for Unit 10, setting up a dedicated restoration base, bringing two further carriages into the collection, long term agreements with other railways and taking on additional contractors. The workload has massively increased, therefore decisions and actions need to be discussed and approved on a more regular basis.

The Trustees and the Committee members agreed to split the meetings up going forward. The Trustees meetings, which are required within the charity framework will concentrate on items around our constitution, legal requirements, compliance, finance, HR, strategy, and long-term sustainability.



The separate committee meetings, which have a wider audience, will include more technical items and activities such as restoration updates, project plans, allocation of manpower and management of Atkins shed, workshop and Unit 10. The committee meetings will be held much more frequently to reflect progress. In addition, there are occasional ad hoc project meetings to discuss specific carriages where key decisions and direction are needed.

Change of Year End

Our Treasurer, Adrian, is in the process of setting up the accounts on Sage Business Platform, a cloud offering that we purchased at the end of November. This is to assist in the finances and reporting capabilities as we are now generating more transactions than ever before. It will also simplify the accounting process.

However as there is much work to do in getting the 2021 accounts loaded up into the system the Trustees have agreed that we extend the current Financial Year to 31st March 2022. This will enable Adrian to get everything across and allow us to do full reporting on the 15-month period. Then we can do the year end roll round in April.

We have registered this change with the Charity Commission, and we will need to keep the Financial Year end as 31st March for the next 3 years, then if we choose, we can revert back to 31st December year end. There will be a small consequence of this change in that the Annual General Meeting will need to be pushed back to the summer, so more likely to be in August rather than the usual May.

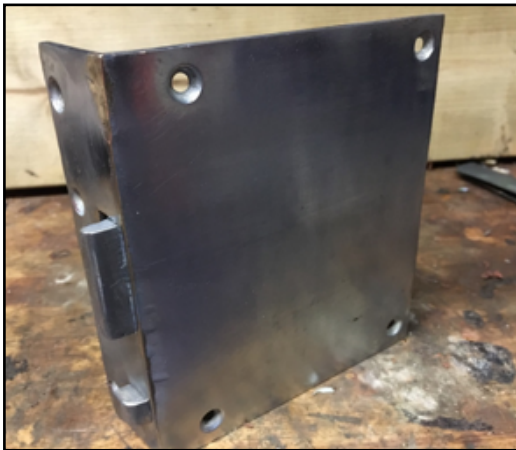
Dave Cullingworth, Secretary.

The Last Remains of a Piece of Luxury

Paul Johnson solves a mystery - where did the brass door lock come from he restored from LNERCA's stores?

Over the years LNERCA has collected many spares to help with our restoration programme. These have come from many sources, from the Highlands of Scotland, Auctions, other carriage restorers and in the day scrapped Departmental carriages. Our spares are much depleted after thefts in the past, but we still have most of what we need.

One of my homework tasks is to clean up some of our spares so they are presentable and useable when we need them. Time taken now is repaid by parts being ready to fit when we need them. Mostly I have been cleaning up and repairing carriage door locks. These are stripped degreased and then re-assembled. Some are in a deplorable state having come from various farmyards around Aberdeen. Some are so damaged they are only suitable for parts. Door locks were made by two manufacturers, Kaye of Leeds and N.F Ramsey of Newcastle. The former are still making locks for the railway rolling stock. Sometimes you get a glimpse into their past. One lock caught my eye because the body was chrome plated. This either means it was fitted to a first-class vehicle or an East Coast carriage as the latter had a higher finish than a general third-class carriage. It was duly stripped to its component parts and de-greased and polished with Brasso. The access cover on the back of the lock is plain brass as its hidden in the door. These usually have date stamps of when locks were overhauled but sometimes you get the carriage number scratched into the plate. This one had the number 16722 scratched into it. I took this number



and looked it up, I assumed it was a third class of an East Coast dedicated carriage as 16xxx numbers are normally third-class corridor carriages. It turns out I was partly correct; it was a third-class carriage, but it was built as part of the six-car set for the 'East Anglian' service from Norwich to London. This service was hauled by two streamlined B17s. The carriages internally were like the 'Coronation' service but



Photo: Paul Bartlett.

The door lock would appear to be the only item surviving from former 'East Anglian' TK 16722. Upon withdrawal, it was converted to an Overhead Line Electrification (OHLE) vehicle and numbered ADE 321060 where it is pictured at its resident depot - Romford. Built in 1937, it carried number 62768 until 1941 whereupon it became 16722 and, finally, in 1965, its last number was ADE 321060. When finally condemned on May 7, 1982, it was broken up on site by local scrap processor, George Morris (Demolition), in December 1982.

externally followed the standard Gresley teak outline. This lock came from one of two Dia 240 BTOs built as part of the 1937 Carriage Building Programme. The service continued up until the outbreak of WW2 when the carriages went into the general pool. After the war they were refurbished, and two extra carriages added, and the service resumed. By the mid-1960s the carriages had been replaced and the Gresley stock redundant. 16722 was converted for further use as an overhead line works carriage in July 1965 based at Romford. It was given a flat roof and the interior stripped, it appears the remaining doors were converted to inward opening like the guard's doors. So, the conventional locks were redundant. Its number was now ADE 321060 and a picture of it is on the excellent Paul Bartlett's Photographs railway website. This was taken in 1982 and it survived until December that year, it appears to have had its sliding window frames removed. So maybe some spares were recovered by some group. So one piece of the luxury train survives, it's just a pity we don't have the full carriage to go with it.

Finally, LNERCA is looking for a set of wear gauges suitable for use with LNER locks. This will mean we can check our own locks are safe. If anybody knows of a set that could be available to the group please let us know.

Membership Matters

Once again, it is my and the Treasurer's pleasure to sincerely thank all donors who have so generously contributed to the cause. The following members are gratefully acknowledged. These are donations which were received between 01.09.21 and 30.11.21:



CJ Johnson, London; WJ & S Berridge, Grantham; DJO Caffall, Huntingdon; SM Torres, Goole; RDE Brown, London; IJ & C Hollis, Scarborough; MDH Pepper, Bournemouth; MC Gwilliam, Malton; JM Kay, Pickering; J Boddy, Doncaster; KS Gardner, Romford; JCH Nettleton, Stockton-On-Tees; D Bent, Nottingham; J Wilkinson, Middlesbrough; J Hunt, Woodbridge; K Richardson, York; B Ford, York; PM Benham, York; SJ Hoather, York; DJA Young, Bangor; J Wood, Oldham; MH Torrance, Downham Market; JD Broadley, Leeds; CH Moran, Hesse; M Proctor, Newcastle Upon Tyne; A Anderson, Peterborough; A Barton, Burton on Trent; A Beckett, Bristol; A Marsden, Darlington; A Middleditch, Hitchin; A Snowden, Redhill; B Pickup, Hove; C Appleby, Scunthorpe; C Hall, Royston; CJones, Bridlington; DBrownbridge, Bath; D Griffiths, DS Williams, York; DSunderland, Newcastle; D Wood, Guisborough; D Young, Dr Thompson, Hull; E Taylor, Hunstanton; G Cassidy, Stockport; G Hodgson, Royston; G Nodes, Sutton on the Forest; J Barry, Letchworth; J Bursall, J Hunt, Woodbridge; J Maxim, Ipswich; K Foster, Scarborough; J Weallans, L Copley, Robin Hoods Bay; M Allatt, London; M Brown, Gateshead; M Chapple, Darlington; M Holland, Boston; M Papworth, Bradford; R Burns, Falkirk; R Skelton, Mount Denison, Canada; R Hill, Bewdley; R Pearce, Yarm; R Thompson, Chesterfield; R Towers, Harrogate; S Cox, Rawdon; S Spandler, Hull; S Jenkinson, Wichenford.

Peter Wilson, Membership Secretary.

Treat yourself to a treat this coming season

The NYMR starts its 2022 season at Easter. You are a valued supporter of the LNER Coach Association, so why not have an enjoyable ride in the carriages which you help restore and keep operational? The LNER set usually makes two return journeys from Pickering to Grosmont. Do check the timetable or ring one of the committee if you want to check details. If you have time, call in at the Atkins shed next to the car park to see work in progress.

Restoration progress

By Marcus Woodcock

LNER Tourist Open Third (TTO) 23956

This coach has been the main focus of activity with the aim of returning it to service at the beginning of the 2022 season.

The rain strips, cinder mouldings (which fit between the roof board brackets and stop cinders from lodging between the roof canvas and the destination boards), muck cornices (the teak strip which covers the edge of the roof canvas) and the roof cornices are now refitted and all joints covered in flexitape to prevent water ingress - all have had a thick coat of Durashield to seal them. All the cornices have had teak pellets fitted over the screw heads - roughly 500, all carefully glued in position with the wood grain aligned with the cornice grain. The torpedo vents are refitted and sealed in, leaving only the water tank vents to be fitted with the tanks and the roof will then be watertight.

All the east (railway yard) side teak panel mouldings are back



The teak panels on TTO 23956 are being prepared for varnishing. Ken Richardson fills the gap between top panel and frame with mastic. This gap is then covered by half-round moulding which runs the length of the carriage. The moulding is then varnished and lined. Photo: Gary Lyne.

on, carefully bedded on mastic, and the panels have had a final rub down before the ends and side were given two varnish soaker coats. A further four coats of Williamson's yacht varnish were applied just before the Christmas break, ready for the lining to be applied in January.

On the west (car park) side the lower teak panels have been removed, splits repaired, minor frame repairs done, panels replaced and glue blocked in, ready for the



The green gangway end is pictured having one of its lower fixing pin holes bored to enable a new bush to be pressed in. Photo: Phil Brunsden.

internal ply panels to be cut to size and fitted.

ECJS Restaurant Third Open (RTO) 189

I am often surprised by how generous our members are. Within days of the appeal for funding the gold leaf to cover the lincrusta ceiling moulds, the cost was more than covered, a big thank you to those concerned. The middle section of the small saloon is now adorned with 'bullion' covered lincrusta, which gives an idea of how palatial our third class diner will look when finished, I wish we had a first class coach with which to compare it!

By November 1st 2021, half the corridor screens in TK 23896 had been refurbished and refitted, along with new compartment walls. The next part of the corridor screen has just been removed, ready to be lifted out for refettling. The green Acrow Props support the roof until the partitions are put back in. By the year end, all compartment partitions were installed - it was an eight-compartment carriage again for the first time in 60 years. Photo: Murray Brown.



The south end gangway has had all its rotten timber replaced and the extension framing is ready to be refitted. The first gangway faceplate has been overhauled, new bellows fixing strips are fitted and the holes for the lower fixing pins have been bored for bushes. The steel reinforcing plates are ready for fitting behind the door arch rail and the new flexiter mounting brackets have been trial fitted, we are now looking into purchasing portable lifting equipment to enable the gangway faceplate to be lifted into position for trial fitting without having to move the coach into the main C&W shed with all the disruption that would cause to the NYMR work schedule.

Composite Lavatory (CL) 88339

Contractors Jim Chittock and Ian Carney are now working on this coach. Much of the remaining unrepaired side framing is now stripped

out and replacement components are in production. The ceilings are stripped out for the replacement wiring to be fitted, and thoughts are turning to the manufacture of the new steel outer panels.



New panels are being fabricated where needed for TK 23896. On the left is part of the corridor screen, centre is a compartment partition and right, a toilet wall. Photo: Murray Brown.

Corridor Third (TK) 23896

There is good progress to report on this coach by Andrew Daniel. The repaired plywood corridor screen is now complete along the full side of the carriage, the east end toilet screen is reinstated and the compartment divisions are fitted. Work

on the west end toilet screen is in hand and the compartment ceilings are removed. Neil Cawthorne has stripped the old varnish from the corridor screens whilst they were out of the coach for repair. He has replaced any missing veneers and applied the first few varnish coats ready for full varnish application later.

NER Restaurant First Open (RFO) 2118

No progress to report. We are awaiting a full survey followed by a project plan. General Arrangement and cross sectional body diagrams have been sourced from the Railway Museum archive.

Who's Who?

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

Chairman & Editor	Nick Stringer, Staveley Mill Farm, Staveley, Knaresborough, HG5 9LE Email: nickstringer701@btinternet.com Tel 01423 340331
Vice Chairman	Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY Email: murraythemint@ntlworld.com Tel 01733 578000
Secretary	Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB Email: dcull641@gmail.com Tel 01439 771758
Membership Secretary	Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG Email: pnw6@sky.com Tel 01423 862553
Gift Aid Officer	Simon Cox.
Treasurer	Adrian Laming, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE Email: treasurer.lnerca@gmail.com Tel 07855 513526
Trustees	Gordon Wells, Paul Johnson, John Hasler, Neil Cawthorne, Russ Whitwam.

Committee Members

Restoration Advisor	Andrew Daniel Email: andrew.c.daniel@googlemail.com Tel 07778 316900
Volunteer Liaison Officer	Marcus Woodcock, 14 School Lane, Bampton, Bridlington, YO15 1JA Email: marcuswoodcock3669@gmail.com Tel 01262 851268
Archivist	Dave Jobling, Email: humourist@iname.com
Stores Manager	Jim Brettell, Email: jimbrettell@ntlworld.com
Sales Officer	John Carr, Email: john@carruk.net Tel 07941 039222



In the Atkins shed, Pickering on December 29, this was the superb view - at the far end of the shed, TTO 23956, and ECJS RTO 189 looking resplendent with all its numbers and lettering visible. Hundreds of man-hours have been spent on the gangway ends - and work continues. Wiring has now been installed to allow through lighting with an adjacent carriage. Photo: Gary Lyne.