



**Founded 1979**

**Newsletter No. 129**

**May 2022**

## **23956 - Overhaul Nearly Complete**

The 15-month massive rebuild is just about finished

**See pages 6-8**

## **Spotlight on Marcus Woodcock**

Profile on LNERCA's modest Volunteer Liaison Officer

**See pages 10-11**

## **100 Not Out**

NER Restaurant First Open 2118 attains its centenary

**See pages 13-15**



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## View from the Chairman

It's a great pleasure to announce that the overhaul of NRM owned TTO 23956 is very nearly complete, and that it will be joining the teak set for most of the 2022 NYMR operating season. This has been a major project involving many volunteers and contractors, and the end result is a stunning achievement of which all of us in the Association can be proud. For more details of the massive amount of work that has gone into this coach, please see the article later in this Newsletter.

Before the start of the season we inspected and performed fitness to run exams on the rest of the service set, BTO 43567, TTO 56856, and Thompson TK E1623E. All needed attention for various items, but now this work is under our control, we can intervene before something deteriorates irrevocably. We hope that Gresley RB 641 will also be able to form part of the set, because it is now fully restored, but there are still some issues with its bearings, on which our colleagues at the NYMR are working.

### Particularly Pickering

Meanwhile at Pickering our flagship project, ECJS 189, continues to make good progress. Much of the gold leaf has been applied to the lincrusta, the lining out has been completed on both sides, and Bruce Robinson, with the assistance of Hull College, has nearly reached a prototype stage for the gasoliers.

Over at Kirby Misperton steady progress is being made on kitting out Unit 10 to make it a safe and decent place to work. A challenge this past winter has been heating it, but I'm pleased to report that we've decided to invest in an environmentally friendly fan-assisted wood burning unit, so next winter it should be a much more comfortable place in which to work.

As regards the carriages there, Andrew Daniel continues to work full time on Gresley TK 23896. He is working his way around the carriage, removing defective framing, cutting to size new hardwood and splicing in where required. This is a time-consuming job, but does ensure 23896 will be fit for use for many years to come. Another of Andrew's projects will be the manufacture of new seats.

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**FRONT COVER BY John Hunt. The ultimate ambition - a complete LNER train. Flashback to the final operational days of the NRM-owned Class V2 4771 Green Arrow as it takes seven LNER carriages past Water Ark on the climb to Goathland in March 2008. This was a photographic charter special. Green Arrow is now in the new Doncaster Museum.**



**These are some of the brass luggage rack castings being prepared for chroming. Sufficient are to be ordered to enable three of our carriages to be fitted. Photo: Nick Stringer.**

The Thompson-designed CL 88339 is also progressing thanks to Jim Chittock, but we are still uncovering parts of the framing which are in a very poor state. As a result, the standing joke is that there seems less of it than there was last month. However we are nearing the point of turning the corner.

There is good news to report on the bogies front. As readers may be aware, we have two sets of bogies under overhaul at the NYMR's facility next door to us at Kirby Misperton. One set is the Fox bogies destined to go under ECJS 189, and the other set is the Gresleys that were under NYMR owned 43632 (destined to be the teak Fuss Free Access Carriage). These Gresleys are intended to go under NER 945. Both overhauls have been held up by problems in getting new tyres via Riley's, but they now have them! It means we can look forward to getting ahead of the game and have bogies ready to go under carriages before their bodywork is finished.

### Eating at Embsay

Meanwhile, at Embsay, the Yorkshire Dales Railway have carried out some repairs to Thompson Buffet E1706E to make it fit for traffic. The good news is that it will be used for a number of events during the course of 2022, including forming part of a special dining train to be run during the Carriage Restorers' Convention at Embsay at the

beginning of October. LNERCA members will be welcome on this train, and arrangements for booking tickets will be announced nearer the time. After this event it will be withdrawn for attention to its metal bodywork, followed by a full repaint.

I reported in the Newsletter about the new initiative to get luggage racks made for Gresley carriages 56856, 24109 and 43632. There are 56 castings in total being fettled up in preparation for chroming, with 10 more on order with Geoff Simpson. We need about 150 to meet the needs of all three carriages, so there is a long way to go on this project.

### And there's more

In other news, prompted by the expected appearance of 60009 A4 'Pacific' *Sir Nigel Gresley* at the NYMR's Autumn Steam Gala, it has been decided to temporarily supplement our normal five-coach teak set with Gresley BTK 3669. This beautiful coach has been kept under cover at Kirkby Stephen for the last three years, during which time it has been re-varnished so it is currently in pristine condition. It will make a fine sight added to the teak set. It will also participate in our members train on Saturday October 22nd, after which it will return to Kirkby Stephen.

Finally, as always, a big thank you to all of you, whether you are a working volunteer, armchair member or a regular financial donor. Together we are making a name for the Association with the standards of our carriage restorations.

**Nick Stringer, April 2022**

### 2022 Diary

<b>Date</b>	<b>What</b>	<b>Location</b>
Sat Sep 3rd	LNERCA AGM	Pickering station platform 2
Fri/Sat/Sun 23rd/24th/25th	NYMR Autumn Steam Gala with visiting carriage BTK 3669	NYMR
Sat/Sun Oct 1st/2nd	Carriage Restorers' Convention dining train with Thompson Lounge Buffet E1706E	Embsay
Sat Oct 22nd	LNERCA annual special members' train	Pickering

## Secretarial Synopsis



### Working Weeks

As many members will know, these were introduced back in the 1980s when restoration work was mostly done at weekends and was pretty much an all volunteer effort. The two working weeks each year gave the opportunity to work on specific projects with the Pickering weekend regulars supplemented by others, many of whom lived further away and took a week off work to assist. As most stopped in the Pickering volunteer accommodation it became a bit of a social event.

This is how Roger Melton first became actively involved with the LNERCA along with other long-term volunteers like Gary Lyne, Paul Johnson, Malcolm Brown, and a cast of many others.

However, times have changed. We now have multiple concurrent ongoing projects, two sites, contractors and volunteers working mid-week and weekends. The concept of dedicated working weeks no longer serves purpose. Volunteers who live further away plan their visits based on their availability and work commitments.

So, we will no longer be advertising the working weeks. The current calendar has this year's listed, (30th Apr - 8th May, and 27th Aug - 4th Sep). If anyone turns up, there will still be people around and work to be done, just not a presence for the whole week.

The Carriage Restorers' Convention is being held this year at the Embsay and Bolton Abbey Steam Railway at which we are hoping that Thompson Lounge Buffet E1706E will be included in the evening diner on Sat 1st Oct. This is still in the planning stage and we will have an update for the next newsletter.

### Vacancies

#### • **Social Media and Website Admin**

We are looking for someone to take on day to day running of the LNERCA Facebook, Instagram and Twitter accounts. We seek someone with experience in this field to drive up followers, create regular engaging content, respond to messages, look at marketing campaigns and ways of accruing income and increasing membership.

#### • **Trustees**

We are keen to hear from anyone who is interested in becoming a Trustee and join the team to help run and plan activities and strategy over the next few years. We are looking to encourage younger members and become more diverse. These are exciting times for the LNERCA and this is a great opportunity to make a contribution. Long term plans are to set up our own museum and a skills centre, so we would value anyone who has any experience in that area.

Please send any applications to the Secretary by email or post, giving a brief background and any experience. Geographical location is not important, all meetings have the option to join virtually.

**Dave Cullingworth, Secretary.**



# 23956 - Overhaul Complete!

**A huge amount of work has been put into restoring this Gresley TTO back to pristine condition.**

## ***Introduction and Background***

LNER TTO 23956 is part of the National Collection and was loaned to the LNERCA in 2000, having been built for the LNER in 1936. LNERCA took great care to restore the coach to its LNER condition with its varnished teak exterior and late 30's high back seat interior. It entered service on the NYMR in 2003 and ran reliably each season until 2018, when, despite regular maintenance, time took its toll and the roof covering failed. This allowed water to ingress causing the glue blocks holding the teak panels to the frame to fail and damaged the interior plywood.

The aim of this overhaul was to return the coach to its fully restored 2003 condition. For a variety of reasons, including Covid, the overhaul could not commence until the beginning of 2021, but after some 15 months it is now complete and the vehicle is being prepared to re-enter traffic.

## ***Details of work undertaken***

### **Roof**

- 1 All roof furniture including Muck Cornices and end cornices removed.
- 2 Old roof covering removed and roof boards sanded down to bare timber.
- 3 Rotten roof boards repaired where needed.
- 4 One coat of bonding primer applied.
- 5 Roof mesh bedded onto a thick coat of Durashield.
- 6 A further two coats of Durashield applied allowing 24hrs between coats.
- 7 Muck Cornices refitted, new end cornices fitted, screw holes pelleted.
- 8 All roof furniture refurbished and refitted.
- 9 New cinder mouldings and rain strips fitted.
- 10 One further coat of bonding primer and three coats of Durashield applied over whole roof.

### **Body Interior**

- 11 All tables and seats removed.
- 12 Vinyl ceilings repainted and cover strips replaced.
- 13 Heater covers, seat rails and vinyl trims removed.
- 14 Heater pipes split and removed from saloons, Masterboard heat shields removed from walls for reuse.
- 15 Vinyl wall coverings removed, washed and cleaned both sides and labelled for position ready for refitting.

- 16 All below waist rail sections of plywood removed and body pillars repaired.
- 17 Rotten ply panels between the windows cut out and repaired.
- 18 All main light drainage pipes cleaned out and cracks in the gutters sealed to prevent water ingress.
- 19 Lower panels in toilets stripped out to allow access to body pillars.
- 20 After glue blocking all visible frame areas painted with Aluminium wood primer.
- 21 New 6mm ply panels cut and fitted, all panels have two coats each side of Ampro seal primer to prevent water ingress.
- 22 All panels fixed with stainless CSK wood screws set deep enough to allow the head to be covered with Alusoft body filler and sanded flush.
- 23 All repair patches have backing strips attached behind unsupported edges and are filled to give a flush joint.



24 All vinyl re-fixed with Murabond heavy duty wallpaper adhesive taking care to align all edges correctly and have no air bubbles.

25 Masterboard heat shields, heater steam piping and heater covers refitted.

26 Wall trims and seat supporting batons refitted.

27 Interior deep clean.

28 Seat upholstery repaired as required.

29 Seats & repainted tables fitted.

30 New ply and vinyl fitted in both toilets and deep cleaned.

**Tantalisingly close to completion, 23956 receives the final coats of varnish and the fitting of the tables on April 18. Photo: Nick Stringer.**

- 31 The water tanks were taken down for repair to leaks, then re-lagged and re-fitted.
- 32 Overhaul and refit - all water pipes, toilet cisterns, and wash basins, etc.
- 33 Repair and lubricate passenger communication equipment, including the Bowden cables and vacuum valve.
- 34 Both gangways overhauled, all pistons greased and hoods replaced.

### Body Exterior

- 35 All beading from lower teak body panels removed.
- 36 Teak panels removed from body by splitting glue blocks from frames.
- 37 Panels stripped of varnish and sand both sides, any splits or damage repaired using 'West' glue and panel clamping jig.
- 38 All body furniture overhauled as required and repainted.
- 39 All remaining varnished areas of the body stripped and discoloured areas treated with Oxalic acid, body washed and rubbed down ready for varnish.
- 40 All rotten or damaged areas of body framing repaired to current LNERCA frame repair schedule.
- 41 All teak panels refitted and glue blocked in place.
- 42 New beading fitted to all lower body panels.
- 43 Re-varnished to current LNERCA varnish schedule, i. e. twelve coats of yacht varnish, lined and transfers applied.
- 44 All body furniture refitted.
- 45 All batteries tested and refitted to battery boxes.
- 46 All electrical equipment tested.
- 47 Underframe repainted.
- 48 Vehicle tested and conforms to NYMR 'C' exam standard.

### Overhaul costs and funding

The costs and timescale of this overhaul have far exceeded original estimates, the main reason being that the amount of damage caused by water ingress was not apparent until the exterior panelling and interior coverings had been removed.

Materials are estimated to have cost around £20k, and specialist subcontractors around £40k.

In addition it is estimated that volunteer labour amounted to some 1200 person days over the 15 months of overhaul. If this was costed at say £15 per hour, that would value the volunteer time at £180,000. When added to the costs of materials and subcontractors, the total cost of the overhaul comes to £240,000.

Now that the vehicle's overhaul is complete, the coach will form part of the LNERCA heritage teak set. This will give the public the opportunity to travel in this magnificent vehicle and appreciate its charm and nostalgia.

## LNERCA Fleet Status (updated April 7, 2022)

<u>Coach No.</u>	<u>Location</u>	<u>Current status</u>
Gresley BTO 43567	NYMR	Ready for 2022 traffic.
Gresley TTO 56856	NYMR	Ready for 2022 traffic.
Thompson TK E1623E	NYMR	To be withdrawn and prepared for re-scumbling before rejoining the LNER set.
Gresley RB 641	NYMR	Ready for 2022 except for bearings, currently being assessed..
Gresley TTO 23956	NYMR	Major overhaul completed and will join the LNER set shortly.

### Vehicles for possible use in Service Set

Gresley TK 23896	K. Misperton	Being restored by Andrew Daniel working full time.
Thompson CL 88339	K. Misperton	Frame and door repairs in progress.
Gresley TTO 24109	Spennymoor	Stored - partially restored.
Thompson CK E18477E	Spennymoor	Stored - partially restored.
Gresley BTK 3669	K. Stephen	Recently revarnished and in traffic.
Gresley TTO 43632	Wirksworth	Being restored for disabled users, due to be complete October 2022.

### Special Use LNERCA Vehicles

ECJS RTO 189	Atkins shed	Being restored in Atkins shed.
NER TO 945	Spennymoor	Stored - partially restored. Re-tyred bogies due to be ready summer 2022.

### 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.

### Other carriages

ECJS TK 377	Embsay	Stored under cover.
Thompson Buffet E1706E	Embsay	Running on an occasional basis on the Yorkshire Dales Railway.
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 now obtained, project manager appointed.
NER LC 1111	K. Stephen	Stored. SRC has bought an 18" vacuum cylinder
GN Saloon 3087	Barrow Hill	Being assessed for repairs and conversion to observation saloon.
Gresley TTO 43654	Wirksworth	Overhaul planned to start once 43632 is complete.
Gresley TK 23890	Wirksworth	Stored under canvas.

# Will The Real Marcus Woodcock Please Stand Up!

**The LNERCA's Volunteer Liaison Officer, answers some questions put to him by the Chairman.**

**Who or what encouraged you to join the LNER Coach Association in the first place, and when was that?**

"I volunteered at Grosmont in the early eighties working on 6619 and knew about the LNERCA. After a break from volunteering I joined the association in September 2000 and started attending Pickering working parties after meeting our very enthusiastic former secretary, John Curtis".

**What was the first coach you worked on and what did you do?**

"The first job I can remember doing was fitting pipework into the lavatories on 43567. Strangely, I am once again fitting out the toilets in 43567. Which just goes to prove the LNERCA volunteer motto - why do a job once when you can do it three times?"

**Do you have any previous experiences or qualifications which are relevant to heritage coach restoration?**

"I did an engineering apprenticeship and worked in the machine tool industry which helped enormously."



**Do you have a particular affinity for LNER coaches, and if so why?**

"I have always liked anything NER and LNER and love all of Gresleys products, I appreciate antique furniture so teak coaches have always come top of my list for coaching stock".

**How did you acquire BTK 3669 and how did it come about that most of the work on it was done at Lowthorpe?**

"I used to volunteer for Stephen Middleton at Embsay and walked past 3669 many times thinking if someone

didn't start work on it, the carriage would soon be lost forever. After I bought 3669, I realised there was no chance of getting another wreck onto the NYMR and even if I did there was nowhere to work, So I installed it on a local farm where my small team could work unhindered in peace and quiet!"

**Since BTK 3669 was finished you have been leading our carriage restoration work at Pickering. What's your proudest achievement during that time?**

"I am proud that we have built up a great team of skilled volunteers who are good company, dedicated, and fun to work with. I think our proudest moment is yet to come when ECJS 189 is finished."

**You are also our Volunteer Liaison Officer at Pickering. What days of the week are you there and how many volunteers do you typically see?**

"The main working days are Sun/Mon and Wed/Thurs though we have almost a seven day a week presence with contractors with up to a dozen folk working each day."

**Do you need any special qualifications to volunteer?**

"Yes, enthusiasm!"

**What do you think are the reasons why people volunteer, and what satisfactions do they get out of volunteering?**

"Everyone gets something different from volunteering, some just enjoy the company and the sight and sound of trains going past, for others it's the pleasure of doing a good job and the pride of saving some superb examples of British craftsmanship."

**When do you think our flagship project, ECJS 189, will be finished?**

"This will depend on finance and volunteer numbers, the more hours put into a job the sooner it is finished!"





## 100 not out

*This year sees our North Eastern Railway Restaurant First 2118 reach its centenary. **David Cullingworth** provides its background history, with additional information supplied by **Murray Brown**.*

At our Unit 10 workshop at Kirby Misperton, we have stored North Eastern Railway Restaurant First 2118, built at York in 1922 to Diagram 204. Only 4 were built to this diagram over a 10-year period, all at York carriage works. The intervention of WWI was undoubtedly the reason for the low production run over a prolonged period.

No.	Built	Gangways	Bogies	Brakes
1855	1914	British Standard	Fox	Dual
<b>2118</b>	<b>1922</b>	<b>British Standard</b>	<b>Fox</b>	<b>Dual</b>
222	1924	Pullman	Gresley	Dual
976	1924	Pullman	Gresley	Dual

Unlike our later LNER carriages with teak frame and varnished teak panels, 2118 was built with a oak frame, mahogany panels and painted in dark crimson lake. It would have been a prestigious carriage and used in express passenger trains across Yorkshire and the NE of England. 2118 was reconfigured, modernised, and downgraded to 3rd class during the late 1930s. It had a seating bay removed and an additional toilet added. The old Edwardian internal fittings such as seat mounted luggage racks, stone ventilators and ceiling lamps were all replaced with standard LNER 3rd class fittings. There were even traces of 1930s' rexine on ceilings and between the windows.



**2118 ex-Works, standing in the yard opposite York Carriage Works.**

**Right: The interior of 2118 as built and showing the items that will need fabrication from new, such as seats, luggage racks, coat hooks, and ceiling lights. Photo: Railway Museum Archive.**



Unlike Open Third 945Y, it was completed before the 1923 grouping, so was to original NER specification with British Standard Gangways and Fox bogies.

### Post War life

What was surprising, in view of influx of new Thompson carriages, was that this NER veteran managed to remain in passenger service for some 15 years after the War, finally being withdrawn - for the first time - in 1961. This took place at Bounds Green depot, the main carriage maintenance depot which served King's Cross. The depot was in need of a carriage to be used for Work Study - this was in vogue at the time and throughout the 1960s where examination of work practices could be investigated with a view to working more efficiently. For this function, the carriage remained intact and because the coach was to remain on site and not leave the confines of Bounds Green, it was allocated an Internal User number, 040877. Somewhat unusually, it was given a coat of blue paint, this being long before the advent of the corporate blue. After some 18 years being used as a static classroom, 040877 was withdrawn for a second time in April 1979 - to be disposed of on site. Remarkably, officialdom thought its ancestry was of Hull & Barnsley Railway era. If only it had been! However, a change of plan saw this veteran reprieved for a far dirtier job, that of a degreasing carriage. This was where dirty, oily, components could be taken and washed in paraffin and solvents before being refitted to rolling stock. Thus, July 1979 saw the downfall of this carriage - its interior fittings were removed and it was parked outside in the elements. The use of such agents did nothing for the carriage floorboards as solvents were spilt whilst cleaning and the wood rapidly deteriorated.

### The preservation era

It was 1984 when 040877 was withdrawn for the final and third time and made available for disposal by the CM&EE at York. Thus it had

survived remarkably for 23 years as an Internal User vehicle, far longer than was considered usual. A surprising buyer was the Tinplate Group, based at Quorn on the Great Central Railway who used it to house their model railway and sales items. This was not a carriage restoration body but one of modellers for, as its name gives away, the old-style tin plate models from days of yore. Its blue livery gave way to maroon which it would have carried in the last five years of its revenue-earning service. It was, perhaps, inevitable that the owning group would not devote the attention which such vintage rolling stock craves and as the years slipped by, that old enemy - water - made an appearance and got in, courtesy of a failed roof canvas.

### And so to the LNERCA

Stephen Middleton of Stately Trains at Embsay was believed to be interested but it was probably too big a job for him. After discussions with Stephen, and getting approval from the LNERCA committee, the Secretary contacted the Tinplate Trust. The upshot was a transfer of 2118 to our fleet, this taking place in December 2013 when it was roaded to a private site adjacent to the A64 main York-Malton road at Barton Hill. This was arranged thanks to our late archivist, John Sutcliffe. John removed some of the more valuable remains of the interior for safe keeping. In those days - and since - it has become impossible to store vehicles on the NYMR, not because there is no space, but because of the 'eyesore' factor. With various carriages stored and hidden under green tarpaulins, we were not going to be given a green light to move yet more so-called 'wrecks', irrespective of how rare or important they were. Thus

**Pictured October 1978, still with butterfly communication cord equipment at the south end, 040877 became a familiar sight stabled outside Bounds Green depot. Photo: Peter Brumby, courtesy of 53A Models.**



**Taken in October 1983, a year before sale, 040877 looks presentable. The lettering states it is out of gauge. When withdrawn in 1984, it was the last NER carriage left on the national system. Photo: Paul James.**

the use of John's friend, Bob Polley, who owned the smallholding where 2118 was stored at Barton Hill, was a godsend. This lasted until last year when we took occupancy of Unit 10 at Kirby Misperton. 2118 was the first carriage moved into the building in May 2021 and it was finally deprived of its tarpaulin for the first time in 20 years! Besides allowing 2118 to dry out, it can now be seen in all its glory . . or dereliction, for it is in a woebegone state. But fear not, the optimists are coming!

### Current status

We have been conscious that 2118 is under cover and taking space at Unit 10 and that it would be advantageous to start working on it. It is in our interest to maximise use of the facilities on site but of course it is also important that any work should not conflict with, or delay progress on 88339 and 23896.

2118 is in a very poor condition with most of the original oak frame requiring replacement. We are starting to formulate plans on how to tackle this unique and precious carriage. Despite its fragile condition, it does have a lot of beautiful interior details such as mahogany panelling, match boarding, glass panelled doors, and fluted door surrounds and mouldings. We also have a pair of British Standard gangways (ex DMU), and Pullman adapters to allow corridor access from other gangwayed type vehicles.

The plan will be to utilise much of the mahogany that was purchased last year as this will be ideal to replace the frame. It is hoped that we may be able to utilise the facilities and skills at Hull College and use the fabrication of new frame members as part of a training scheme. The college has extensive CAD facilities and there is the capability to convert the existing archive GA drawings to a digital copy on CAD so that the body framing could be CNC cut.



## Membership Matters

On behalf of the LNERCA Committee, may I extend my grateful thanks to all of you who have kindly sent donations towards the good cause. This is up to March 31 this year:

JG Gurnett, Dunstable; P Cox, Pontefract; DA Jobling, York; CJ Johnson London; WJ&S Berridge, Grantham; C Nesbitt, Derby; ECR Sykes, Whitby; D Fisher, York; J Preston, Leeds; B Curtis, Bishop Stortford; D&J Hodgkinson, Derby; W&T Taylor, York; B Robinson, Hull; C Parr, York; R Taylor, Darlington; N Carter, Guisborough; B Pickup, Hove; ODW Smith, Salisbury; AN&J Barton, Burton-On-Trent; JF Barry, Letchworth Garden City; JW Bursell, Ripon; M Holland, Boston; PJ King, Halifax; DW Hall, Newcastle Upon Tyne; JKW Pearse, Bradford-On-Avon; PJ Howell, Edinburgh; CA Worby, London; AR Wilson, Skipton; D&J Roethenbaugh, Pickering; SWragg, Scarborough; A Anderson, Peterborough; A Barton, Burton on Trent; A Beckett, Bristol; A Marsden, Darlington; A Middleditch, Hitchin; A Pace, Tamworth; A Snowdon, Redhill; A Turner, Kidderminster; C Hall, Royston; D Bent, Nottingham; D C Allen, St Albans; D Griffith, Wakefield; D Sunderland, Newcastle; D Wood, Guisborough; Dr Thompson, Hull; E Taylor, Hunstanton; G Cassidy, Stockport; G Hodgson, Royston; G Nodes, Sutton on the Forest; J Barry, Letchworth; J Hunt, Woodbridge; K Foster, Scarborough; L Copley, Robin Hoods Bay; M Allatt, London; M Brown, Gateshead; M Chapple, Darlington; M Jewson, Leeds; M Papworth, Shipley; N George, Lymington; N Stringer, Knaresborough; P Lund, Chester; R Buckthorne-Cooper, Chelmsford; R Burns, Falkirk; R Hill, Bewdley; R Thompson, Chesterfield; S Cox, Rawdon and 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

### Gresley Tourist Open Third (TTO) 23956

The long protracted overhaul of the NRM-owned Tourist Open Third (TTO) No. 23956 is coming to a close, with just a few jobs left outstanding.

The final coats of varnish are being applied, the roof has received its last coat of Durashield and the tables are being re-fitted. These are having new vinyl tops to smarten them up. It has been a through restoration and is being called the 10-year overhaul. This entailed removing all vestiges of the varnish down to bare teak and starting over again, sanding, repairing splits and applying a dozen new coats of varnish – plus the lining out, a job in itself.

Needless to say, the old bête noire, the toilet cisterns, were also the recipient of those who wield the spanners – a perfect flush being the ultimate achievement!

### Gresley Corridor Third (TK) 23896

It's very much more of the same at Unit 10, the LNERCA's workshop at Kirby Misperton on the outskirts of Pickering, the same being



This is one of the bogies from the LNERCA's Restaurant Buffet 641. The NYMR's Carriage & Wagon staff have lifted the carriage, removed the bogie to inspect the bearings. When the carriage had a trial run to Levisham, some of the bearings ran hot. These were brand new bearings. The LNERCA has had the expertise of Gordon Maslin who runs Railway Vehicles Preservation (on the Great Central Railway). The problem has been identified and we expect 641 to be back in service in the LNER set soon. It's true to say the Association would like to see far more use made of this carriage - it is planned to refit the original Stills boiler. Real ground coffee and bacon butties - does it get any better? *Photo: Gary Lyne.*

extensive repair of framing. Both Gresley Corridor Third 23896 and Thompson Composite Lavatory 88339 have gaping holes where defective framing has been removed, with new wood, invariably hardwood, spliced in.

Andrew Daniel is working on TK 23896 and currently is attending to framing on the compartment side.

### ***Thompson Composite Lavatory (CL) 88339***

Jim Chittock, former York Works coach builder, continues his work on CL 88339 – the extent of his new framing is quite formidable on this 74-year old carriage which spent its working life in Scotland.

Alex Pickering is undertaking rewiring where necessary, and Ian Carney lends his hands to various carriages, as well as improving all the facilities at Unit 10 - painting the floor, improving storage facilities, and keeping the whole place safe.



**The sheer amount of new framing required for CL 88339 can be glimpsed in this picture, clearly showing the new hardwood spliced in. The long horizontal waist rail below the window often suffers in wooden bodied carriages, for this is where water ingress does the damage. Further along, the old waist rail has been removed for similar renewal. Jim Chittock is the craftsman masterminding these repairs and who wields the saw, chisel and screwdriver. When complete, 88339 will take its place at the north end of the LNER set where passengers will have access at all platforms, the CL, of course, not being gangway fitted. Photo: Andrew Daniel.**

## **Gasoliers - an Illuminating Topic for East Coast Joint Stock 189**

**Bruce Robinson sheds some light on how this 1896-built Dining Car was lit.**

"Just look at those gas lamps" is the end to a caption in David Jenkinson's book *British Railway Carriages of the 20th Century*. He is correct. Mr. Jenkinson was referring to a photograph depicting the interior of an East Coast Joint Stock (ECJS) dining carriage dating from 1900. In what he describes as a cornucopia, the reader may observe a portrayal of Victorian detail at its best. Central to the photo are the gasoliers, i.e. the gas lamps referred to. These very elaborate and detailed fixtures are a necessary requirement to complete the restoration of the LNERCA's ECJS dining carriage No 189. This narrative provides the background, development and manufacture of these replica fixtures.

But what is a gasolier? The term is an amalgam of 'gas' and 'chandelier' used to describe a gas lighting fixture typically used in a domestic context and generally of a rather elaborate or highly detailed form.

Within a railway context, their use was far from common, lighting being generally more simple in form, and more akin to what we would term today an 'industrial' form. However, gasoliers were used in what was probably seen as more appropriate environment, specifically dining carriages. The use in this country appears to stem from the adoption of elements of American design or practice. Indeed, the ECJS dining carriages appeared to have embodied several elements that perhaps could be traced to this influence. The first apparent reference can be traced to the Prince of Wales private saloon built by the Great Northern Railway in 1889. Quite whether the application of gasolier is correct is not clear, however a more firm use appears in the description of the dining carriages introduced by the West Coast Joint Stock in 1892. Possibly in the same spirit of 'The Races to the North', the dining carriages built in 1894 for the rival ECJS group followed suit. Although rated 3rd class, the LNERCA's ECJS No. 189 was one of these suitably blessed with the embodiment of this finery as opposed to the earlier (1893) carriages that were fitted with lighting of a more 'industrial' type.

The type of gasolier design employed in the WCJS and ECJS dining carriages departed from the domestic type in one key respect, the burner..... Instead, the railway gasolier embodied a burner contained in an assembly more akin to an oil lamp, specifically those used on ships. The burner in question is what is known as an 'Argand' - more of which later.



When it is viewed as part of the dining setting within the ECJS, one is immediately struck by the sheer elegance of the interior, Jenkinson's cornucopia.

As may be seen in this image of the interior of 189, the traveller was surrounded by a



wealth of Victoriana from the floor to the ceiling. Of particular note is the positioning of the lamps in relation to the Lincrusta borders. The restoration of 189 has seen the installation of Lincrusta expertly reproduced to the correct design as fitted originally. Work is currently underway to apply the gold leaf gilding. Unfortunately, the adjacent gasoliers are a different matter as no such expertise and information was available 'off the shelf'. Pardon the pun, but we were literally feeling our way in the dark. Quite a challenge to meet the level of authenticity of the Lincrusta!

## Design Development

Before progressing to the stage of 'cut metal', the design needed to be nailed down. Herein lay a major obstacle, that of plans or drawings of the fixture. In a good many cases, restorations requiring new parts, where originals are not available, may have recourse to drawings and dimensioned at that. For example, fittings ranging from details like door handles to assemblies like vacuum brake cylinders. In our case, the gasolier was singularly lacking in both respects. Starting out, there were only two pieces of information, First, the term gasolier. Second, several photographs, although limited to a given perspective (not side on) and in some respects, not quite sharp. In short, the photographs were not of a sufficiently comprehensive nature to determine an outline of the structure. Further, the images themselves could and did lead to misinterpretation of areas of apparent shadows.

The absence of the detail drawings might be explained by the fact that the fixtures may well have been procured from suppliers. Further, given the uniqueness of the fittings and their seemingly hybrid nature, they may well have been 'knocked up' quickly where the overhead cost of drawings were deemed unnecessary. Could they

have been produced by well known lighting suppliers of the likes of Pintsch or Pope?

During the course of the information gathering stage, we approached Hull College to ascertain whether they would be interested to take the final design and manufacture phases to completion. They were indeed keen, and a visit to Pickering was undertaken to gather information first hand. Key to many restorations is research and that equates to time. However being mindful that the college were time bound it became apparent that we would need to get up close and intimate with the subject. This being necessary to provide the building blocks to achieve an accurate design. We didn't want the end result to appear like a modern DIY store view of Victorian – i.e. a vaguely bent pipe adorned with a few random balls!

Much time was given over to the 'key' word of gasolier in the search for information. One of the first was a reference to the use of Pintsch Argand burners in the LNWR carriages previously mentioned. This led to a supposition that the well known supplier of gas lighting for stations, Sugg, may have had some input. Maybe a joint venture. Contact was made with Chris Sugg who as a descendant of the firm's progenitor, William Sugg, may be described as a subject matter expert. Chris's knowledge is second to none and some good technical advice was offered, even through a direct link could not be ascertained. However, an understanding of the Argand burner and its material, Steatite, helped as this detail was to be seen on the photographs.

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## Retail Therapy

Many thanks from the LNERCA to those that purchased for themselves or others the superb 2022 Calendar. There are less than a couple of dozen left and for those of you with a blank space to fill, this 3 in 1 Calendar -Teaks, Steam and Scenery! – at £5.99 is a bargain (originally £13.50).

I have obtained favourable terms for LNERCA from Great Northern Books and LNERCA members may be interested in the new title 'The Glorious Years of the LNER London & North Eastern Railway' by John Ryan (<https://www.gnbooks.co.uk/product/glorious-years-lner/>) at £25.00. Publication is expected on 23rd May. The agreement with GN Books covers all titles but LNERCA must order a minimum quantity of books to maximise its profits. Please let me know (preferably by e-mail) if you are interested in any of their other books and I'll see if we can assemble a bulk order. The Great Northern Books railway web catalogue is at <https://www.gnbooks.co.uk/product-category/railway/>.

I am reviewing the LNERCA range of merchandise and if any member has ideas for products that might be branded LNERCA or which could be sold by LNERCA on a suitable retail agreement, please do let me know.

### Please can you help?

We need volunteers to join the Marketing team for the following:

- \* On train sales on the NYMR Teak Set (and possibly Embsay dining trains) to walk through the train selling small items and encouraging patrons to visit the buffet for other items (a Team will be needed to cover the season).
- \* To supervise sales of 2nd hand books and LNERCA items in the Atkins Shed at Pickering (one person)
- \* Staffing stalls at exhibitions, galas and rallies subject to availability (and invitations to be present!). We get a number of invitations that have to be turned down at present. These are normally fun days out if a team of 2 or 3 can be present so everyone can see something of the show).

### LNERCA helps O-gauge model manufacturer

Ellis Trains of Skipton (<https://www.ellisclarktrains.co.uk/>) turned to LNERCA for advice on the prototypes for their recent major release of 'Darstead 'The Elizabethan' Thompsons', a superlative range of ready to run O-gauge models of the LNER 1948 'Flying Scotsman' stock, later used by British Railways on the non-stop 'Elizabethan' between King's Cross and Edinburgh.

LNERCA are custodians of the Lounge Buffet Car E1706E, based on the Embsay & Bolton Abbey Steam Railway at Embsay and

## -- LNERCA Sales



**Glad to help! The LNERCA has aided Ellis Trains of Skipton to produce the O-gauge model of the Thompson Buffet E1706E and other Thompson carriages. Photo: Rodney Towers.**

have obtained one of the limited run of 25 of this magnificent coach as preserved by the Thompson Heritage Buffet Association, led by member Peter Lund. This will be used for sales display purposes (and running at exhibitions with O-gauge layouts, perhaps!).

Exquisite models do not come cheap, but those with the money and space could obtain a complete 'Lizzie' rake – all 11 vehicles for north of £2,400 or individual carriages for £229. Otherwise the Thompson coaches will all available in Ersatz Teak, Blood and Custard or Maroon liveries in the not-too-distant future at prices to be announced.

Would any members interested in modelling, support LNERCA becoming an agency for suitable products? We are in contact with Rails of Sheffield on the possibility of a range of ECJS and NER coaches to go with existing proprietary models from the big manufacturers. Please let John Carr know ([john@carruk.net](mailto:john@carruk.net), Tel. 0203 5612800) if you would like to see this idea pursued.

### How to buy

To purchase from LNERCA Sales please send your requirements either, electronically, to [john@carruk.net](mailto:john@carruk.net) with payment to our bank account LNER Coach Association, Lloyds Bank, Sort Code 30-63-64 Account No. 27410460 – important: please quote "WEB+your name" as your reference. Alternatively, you can pay by cheque, posting your order to John Carr, LNERCA, 4 Maybury Close, Petts Wood, Orpington, Kent, BR5 1BL This applies to any item advertised on <http://www.lnerca.org/home/shop/>.

# An LNERCA Connection



## Stately Trains – restoration starts on GER No. 8.

GER Royal Saloon No. 8 is now in the Embsay carriage shed for full restoration. Owned by Stephen Middleton, it will form part of the Stately Trains fleet. It was built in 1877 and for many years was the Prince of Wales's saloon. An interesting feature of this carriage is that the Prince requested that it could accommodate ladies wearing hats. It therefore has a higher roof profile than normal GER carriages of the period.

One decision that Stephen had to make was whether to use the original underframe which the body still sat on when it became grounded in the 1920s. The underframe was missing all the running gear and such items would be difficult to source. The decision was therefore made to use the 6-wheeled underframe that came from Thompson BZ 70687 of 1950. This is fully fitted and will make the carriage capable of running with Queen Victoria's saloon and the Mk.1 carriages if required. Readers will be aware that the BZ used to belong to the LNERCA but was sold by sealed bids back in 2010. The body was in poor condition and subsequently scrapped. The underframe was later transferred to Stephen who put the body of No. 8 on it. It is slightly too short but wooden headstocks will be fitted at each end.

Internally there are some original floral painted ceiling panels and ornate mouldings but a lot of items will need manufacture from new. Work has started on replacing rotten oak framing and repainting. The plan is that when it is finished it will be used as an overflow carriage for Queen Victoria's saloon and estimate completion date is hoped to be summer 2023. **Photo: Malcolm Harrison.**