



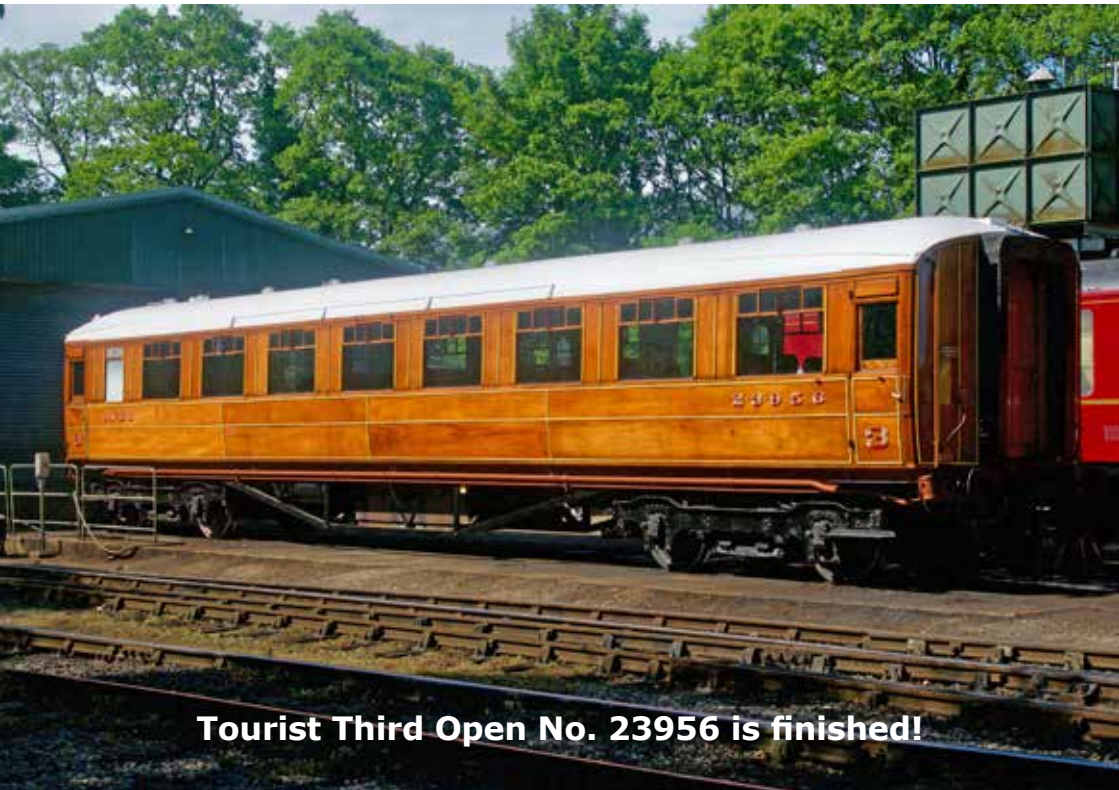
Founded 1979

Newsletter No. 130

July 2022

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- **Re-incarnation of Great Northern saloon No.3087**
- **Spotlight on LNERCA Secretary Dave Cullingworth**
- **Restoration progress at Unit 10 and Atkins Shed**



Tourist Third Open No. 23956 is finished!



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View from the Chairman

In the last newsletter I announced that the overhaul of NRM owned TTO 23956 was nearly complete. I can now report that LNERCA's part in its overhaul is concluded, which is great news. The one thing left to do is some attention to its bogies and wheelsets by our friends in the NYMR Carriage and Wagon department, so the vehicle has been moved in there for that to be done, after which it will join the regular teak set on the NYMR. Once again, many thanks to the many of you who have worked on this superb carriage.

Its place in the Atkins shed at Pickering has been taken by Thompson TK E1623E. This coach was returned to traffic in 2016, but lately has started to look a tad shabby. The plan is to clean up its exterior, fill in the holes, and then re-paint it in scumbled teak livery in time for the NYMR's peak season.

Other good news to report.

Firstly we are indebted to Tony Jewson, one of our Life Members who died recently, for leaving us a substantial legacy. We have invited members of his family to visit us to decide which projects they would like the money allocated to. This gift underlines the importance of legacies to the future funding of the Association, which is why you will find a reminder by way of our 'Legacy Leaflet' included with this edition.

Next, I am delighted to report that restoration work has commenced on GNR 3087, the 'Invalid' saloon that used to run at the Pickering end of the teak set. The plan is to convert it into an Observation Saloon, to be hired out to the NYMR or any other heritage railway. A more detailed report on the story can be found elsewhere in this Newsletter.

Another Gresley coach which is now progressing rapidly is TTO 43632, being converted into a carriage to enable disabled passengers to travel, with double doors for wheelchair access and a fully disabled compliant toilet. Although owned by the NYMR, LNERCA has been involved in the supply of numerous components, which has generated some useful income for us. All major items have now been delivered, and the coach is scheduled to be completed this October. It is expected

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FRONT COVER by Murray Brown. Positively gleaming in the morning sunshine outside the C&W workshop sits the National Railway Museum's TTO 23956, resplendent after its 10-yearly overhaul which has taken 15 months to complete.



Looking magnificent, inside and out – TTO 23956 is pictured on the turntable after exiting the Atkins shed on May 23. Admiring the carriage is the gentleman credited with undertaking a large amount of the varnishing and intricate lining-out of the half-round mouldings along both bodysides – Ian Hollis. Photo: Marcus Woodcock.

to be running in our LNER train next year, giving us at least a regular five, six or even seven coach set.

Work continues steadily on East Coast Joint Stock Dining Car 189 at Pickering. This must be one of the biggest and most difficult projects in heritage railway carriage restoration, and we recognise that the many donors towards this project are keenly awaiting its conclusion. For this reason we have agreed a target date of 2024 to have it in traffic.

Over at Kirby Misperton the fan-assisted wood burning unit has now arrived and is being installed. We were very pleased to provide our colleagues at the Hull & Barnsley fund with some mahogany and teak. There is plenty more available for other heritage railway groups, and we would like to sell more of it to make room for some of the wood working machines which we have been kindly donated.

As regards the carriages there, there is no stopping of the work on Gresley TK 23896 and on Thompson CL 88339, where the frame repairs have just about been completed. The completion of 23956's overhaul has allowed more resources to be directed towards both these coaches, and there will be a fuller report on both in the next Newsletter.

A4 Pacific *Sir Nigel Gresley* is confirmed to be visiting the NYMR's Autumn Steam Gala, so Gresley BTK 3669 will also be visiting,

in order to make up a six coach teak set to run behind it. The coach will also participate in our members' train on Saturday October 22nd, after which it will return to Kirby Stephen. For booking arrangements for that train please see separate article.

Less good news to report is that Gresley RB 641 is still not in traffic. The coach is finished as regards LNERCA work, but the bearing issues have only partially been resolved. This is currently in the hands of the NYMR, who are responsible for maintenance of all items below the carriage solebars.

As many of you will remember, we were asked by the NYMR to find temporary accommodation away from the railway for five of our carriages whilst the NYMR's Carriage Stable was built. This we did by using a facility at Spennymoor. Two of those carriages have returned last year, to Kirby Misperton, but the time has now come to return the remaining three, Gresley TTO 24109, Thompson CK 18477 and NER 945. Discussions are in hand with the NYMR as to how best to do this.

Finally an appeal for volunteers living in the Pickering area to come forward to help out with the cleaning of the LNER set. As I'm sure you will agree, it is vital that this set is kept clean, not only for appearance's sake, and for the enjoyment of visitors, but also to avoid causing unnecessary damage to the carriages' varnish. Unfortunately, the NYMR cannot recruit sufficient cleaners locally, and have asked us if we can help out instead. So if you can help for one hour a week to join a working party to help clean the LNER carriages while they are in Pickering station, please contact either Marcus Woodcock or myself. As always, a big thank you to all of you, whether you are a working volunteer, armchair member or a regular financial donor.

Nick Stringer, June 2022

2022 Diary		
Date	What	Location
Sat Sep 3rd	LNERCA AGM	Pickering station Platform 2
Fri/Sat/Sun Sep 23rd-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

Annual General Meeting 2022

This will be held on Saturday 3rd September at 11:00am in the Classroom at Pickering station, platform 2. Papers will be sent out in early August.

We have three Trustees who will be at the end of their three-year terms: Nick Stringer (Chairman), John Hasler and Neil Cawthorne.

Nick and Neil are both intending to re-stand. John Hasler will not be seeking re-election. We would like to thank John for his many years as an LNERCA founder member, Treasurer, Committee member and Trustee. Although John won't be a Trustee anymore, he will still be a committee member and will still be very much involved in the running of the association.

Finally, Simon Cox who performs a sterling role for us as of Gift Aid Officer will be standing down as a Trustee. The role itself no longer needs to be a trustee position. Like John, Simon will continue as a committee member and will collate all the list of donations and subscriptions annually that have been gift aided and submit a claim.

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 set up 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.

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Tail Lamp •

• Members' special on October 22 - please can you let Murray Brown know if you and a guest are hoping to attend (email: murraythemint@ntlworld.com or text: 07527 200003). Many thanks.

• Next issue: Part 2 of Bruce Robinson's endeavours to re-create authentic gasoliers for use in ECJS 189.

• The LNERCA warmly acknowledges Ellis Clark's donation of the model of Thompson Lounge Buffet E1706E. (see advert on rear page).

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The Re-incarnation of Great Northern Saloon 3087

Nick Stringer explains how this veteran Gresley-designed saloon is being upgraded for a new revenue-earning role.

Most Association members will be familiar with Great Northern 'invalid' saloon 3087 which used to run regularly in the teak train on the NYMR. It was built in 1909 and is one of the earliest surviving Gresley carriages. As built, the vehicle contained a mix of bed and seating accommodations for a sick or infirm person and their friends, family and attendants, hence the appellation 'invalid'.

It was withdrawn from service in 2019 with a number of faults, and with the NYMR wishing to make space on the railway to construct the Carriage Stable, its owner at the time, long time Association supporter and member, Jim Kay, decided to move it to the Ecclesbourne Valley Railway at Wirksworth, Derbyshire for repairs.

Unfortunately, it was not possible to start work on any of the

repairs at Wirksworth, so there the carriage languished until earlier this year, when it came into the ownership of the Association. Thanks to the sponsorship of a supporter, it has recently been moved to Rampart Engineering at Barrow Hill, Staveley, where work has now started on repairs.

A new role to help the Association

The GN Saloon is a unique Gresley teak vehicle which has served many purposes in its life and has seen several conversions. On the NYMR, it was used partly as a small observation area, sometimes for private parties, afternoon tea, and as a first class seating area. One of its unusual and useful features is that it has a corridor connection at one end, enabling passengers and railway staff to reach it at all times.

Where it could be of great use to the Association is as an observation saloon, capable of accommodating say 20 to 24 people in comfortable chairs, whilst retaining its kitchen and lavatory facilities. It then becomes a multi-purpose vehicle which will be of great interest to heritage railways, including particularly the NYMR, which has a known

An ex-Doncaster Works photograph when 3087 was brand new. The double doors on the right are to be re-instated to allow wheelchair access.





Work underway at Rampart, Barrow Hill, Staveley: The removal of the brake handle and brake handwheel will allow the entire space, seen here, to be given over to an observation area. Photo: Nick Stringer.

requirement for an observation saloon. It has therefore good potential to generate decent hire income for the Association.

The downside of conversion to an observation saloon is that it requires the removal of the Guard's compartment, which is positioned between the small end observation area and the middle 'boardroom' area. This means that it will lose its Brake facility. However, it must be noted that the guard's compartment is not original as the carriage was not built as a brake vehicle. Furthermore, since the carriage will always be attached to a train with a Brake, the only disadvantage is that it can no longer be used as a one coach train, which has happened on a few occasions in the past. 3087 will be repainted, rightly, in GNR livery.

One of the walls of the Guard's compartment is a BR addition, the removal of which will not affect the carriage's structural integrity,

but the other wall has been there since the carriage was originally constructed. Therefore, after its removal, the carriage will require internal strengthening in that area.

The other advantage of making these changes to provide an observation saloon is that it allows the original double doors to be opened up again, thereby facilitating disabled access.

The rest of the vehicle comprises a lavatory, kitchen and small seating area adjacent to the vehicle's corridor connection facility. There are no plans to change any of that part of the carriage.

Structural alterations and repairs

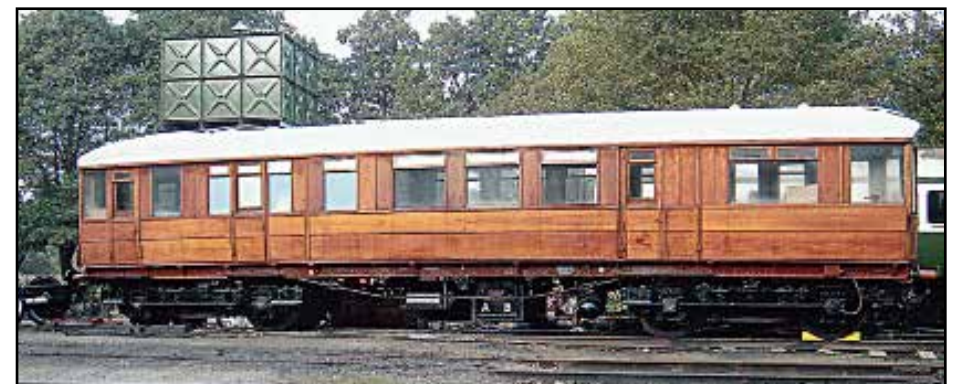
Work is now well underway at Barrow Hill, and some idea of the size of the observation saloon that will be created can be seen from the (left) photograph, taken in late May, after the removal of the Guard's compartment but prior to the removal of the brake gear.

The key task is repair to the cant rails, of which Andrew Daniel, who has great experience, is assisting. At the same time, interior and exterior panels have been removed to check the condition of the carriage framework, which, so far, appears to be in reasonable shape.

Once the cant rails have been repaired, and the roof re-covered, the body will be lifted off to assess what work needs undertaking on the underframe (and bogies) and whether the rack plates need to be replaced. Draw hooks, pins and bushes will all need checking.

As regards timescale, this is always difficult to estimate. It is likely to remain at Barrow Hill until September to allow all the major work to be completed. After that, it may be possible to move it to Pickering if there is space in the Atkins shed for lining out and varnishing. Informal discussions are ongoing with the NYMR about its possible use, ideally for 2024, but that is provisional for the moment.

The LNERCA committee is optimistic that this magnificent veteran will soon be back on the NYMR, offering up to 24 passengers the chance to ride in an enhanced observation saloon. Photo: Murray Brown.



Membership Matters

Donations received during April and May are shown below - thanks to all of you for your generosity and for your continuing support:

WJ & S Berridge, Grantham; CJ Johnson, London; A Turner, Kidderminster J Brettell, Leeds; R Thompson, Chesterfield; R Hill, Bewdley; J Seaton, Sweden; B Pickup, Hove; P Brunson, Brough; B Jones, Sleaford; J Watkinson, Driffield; MH Stovold, Pickering; JJ Maxim, Ipswich; MG Thompson, Stockton-on-Tees; CH MacLennan, Haywards Heath; R Barrett/B Hudson, Guisborough; K Foster, Scarborough; R Gaener, Lymington; D Griffith, Wakefield; C Hall, Royston; , G Hodgson, Royston; S Jenkinson, Wichenford; M Jewson, Leeds; A Marsden, Darlington; A Middleditch, Hitchin; G Nodes, Sutton on the Forest; M Papworth, Bradford; Dr Pearce, Yarm; A Snowdon, Redhill; J Wood, Guisborough; N Stringer, Knaresborough; D Sunderland, Newcastle; E Taylor, Hunstanton; D Thompson, Hull; and J Venus, Middlesbrough.

Peter Wilson, Membership Secretary.



Who's Who?

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Food for Thought

Murray Brown offers some crumbs of comfort for a magnificent catering carriage.

For a long time, the NYMR management has been unable to staff the Gresley Buffet Buffet Car No. 641, either through choice, or paucity of catering staff, usually allocating staff to the through Whitby services where more custom is likely over a greater distance. The recent decision not to use the LNER carriages, particularly the key vehicle, No. 641, for the Curry Train service (instead on a few occasions, Indian meals will be served on the Pullman service) means that the LNERCA's Gresley Buffet Car is, in effect redundant.

Many other heritage railways do exceptionally well out of their buffet cars, especially at gala events, so the LNERCA may well be jumping on the gravy train. The Trustees are to consider a suggestion that LNERCA volunteers man the Buffet Car, thus offering an enhanced service to passengers who use the internal Pickering-Grosmont service. The Association would pay for all products and keep all the revenues. Another part of the proposal is to organise and run our own 'Pie & Peas' evening trips, running in the opposite path to the Pullman (as did the Curry Train) thus operating in marginal costings as the signal boxes are already open. This would entail paying the NYMR for the use of the line and the provision of a diesel (volunteer driver and guard). Sounds a piece of cake? We hope so - real coffee (when the Stills boiler is re-instated) and bacon butties - a recipe for success.

No. 641, a beautiful, as built, LNER Buffet, but underused. It's time for it to bring home the bacon. This Buffet could enhance the service offered to passengers. Photo: Murray Brown.



Splendour on the Moors



This beautiful picture is one of the superb images in this year's LNERCA calendar - *Sir Nigel Gresley* climbs Goathland Moor with the LNER set in September 2015. BTK 3669 is behind the A4, followed by TK 23890 and TTO 56856. *Photo: Philip Benham.*

Will the real Dave Cullingworth step forward under the spotlight

The LNERCA's Secretary, answers some questions put to him by the Chairman.

What or who encouraged you to join the LNER Coach Association in the first place (and when was that)?

My involvement with the infant LNERCA was via a slightly circuitous route. I joined the NYMR in about 1981. I remember that my dad took me to a model railway exhibition at Ilkley and I purchased a back copy of Moors Line from a stand there, the Summer 1980 edition that featured a newly restored standard tank 80135 on the cover. My interest in the NYMR was actually, (don't judge me too harshly!), the preserved diesels. It was one of the few preserved railways using diesels at the time. I had been fascinated by the Pilot scheme prototype diesels from the 1950s.

I noticed that the Moors Line editor at the time was a gentleman called Murray Brown, and by chance he lived about 10 mins walk from where I lived in Harrogate. I rang him up a few times and we discussed the NYMR and he asked whether I would be interested in working with Colin Sykes on Gresley TTO 24109. After a bit of time, I came to the railway one weekend and met up with Paul Denston, Robert Houlton and a few other non LNERCA volunteers who used the Pickering sleeping car for accommodation. The rest, as they say, is history.

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

Ironically, the first carriage I worked on was actually Robert Houlton's convertible sleeper third, 1299. This carriage had been purchased privately for eventual use next to the LMS sleeping car as additional accommodation and mess facilities. Jobs I would have done were around stripping the internal paint off the teak matchboarding. The LNERCA actually expended a lot of effort into this carriage during the 1980s to the benefit of volunteers at the Pickering end of the line.

I also did help Colin with 24109 when he was about and that was preparing the roof boards for a new canvass.

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

None whatsoever! I started on the NYMR the same year that I started full time employment with Wolsley in Ripon, as a Credit Control Clerk. I moved to IT doing many different operational technical roles and have remained there ever since. I am currently a Delivery Manager aligned with the IT Infrastructure Services Team working on project deliverables for the business.

During my time volunteering I have learned much about LNER, NER,

Dave Cullingworth seen in unfamiliar mode - no, not looking for treasure, but nails in baulks of timber which would ruin a saw.

GNR and ECJS carriages and their histories. From the mid 1980s I spent much of the time working with Andrew Daniel, who taught me a great deal about different types of timber, some joinery skills, and best practices.

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

My dad was a railway enthusiast and an amateur railway modeller. He was very much an NER fan. When I was little, we used to go and visit a lot of railway sites. I can remember one Sunday there was a short

engineering train parked up in Starbeck railway station. It was a Sunday around 1970, and no trains ran on the Harrogate to York line on Sundays then. In the consist there was an old green painted, wooden railway carriage that my dad informed me was a 'Gresley'. It must have made an impression on me. Later on my interest grew and tied in with my love of all things art deco, which is why the 1930s' carriage interiors have such an appeal. The other LNER carriage that used to interest me when in my very early teens was a clerestory body on the clifftops at Cayton Bay. This was visible when travelling on a double decker bus from Scarborough to Filey. My dad said that it was an East Coast Joint Stock carriage. Later I found out that it was No. 236 a first-class sleeping car that thankfully survived in the care of Gloria and Mike Smith and is now at Newton-on-Ouse.

As I have got older, I have started appreciating earlier carriage designs. ECJS clerestories and NER vestibuled stock (like 945 and 2118), interest me the most.

How did you get involved with the buffet car RB641?

We were having lunch in the Granary café, Pickering, one Sunday during 1983. Paul Denston asked me if I would like to become a 50% shareholder in a Gresley Buffet Car that the Dart Valley Railway was selling. For some reason, that I still cannot fathom, I said yes. I had little money and had to take out a small loan and did not even drive or own a car at that point. Not



really the sort of thing a 19-year-old would think of becoming an owner of. Also, the NYMR already had a Gresley Buffet car, although we had been led to believe that after a heavy shunt it was in poor condition and could not be restored. That later transpired to be false information. Anyhow, after a few weeks and a site visit, a deal was done for the princely sum of £700.

Sadly RB 641 was vandalised at Pickering a few years ago. How did you react to that event?

Understandably angry and struggled to comprehend how anyone would want to wreck something that clearly was not abandoned or derelict.

On the positive side, 641 came out of it with a full overhaul which it might not have had otherwise. I get more upset thinking about all the brass fittings we have had stolen and the pitiful insurance payment we had for those items. All the effort that went into collecting parts from Scotland that was largely wasted.

You are also our Secretary what have been the main challenges in that role?

It would usually have been trying to get everyone around the table at the same time! Not a problem nowadays with Zoom and Teams. Other challenges are around finding people to fill roles with the necessary skills.

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

I think people get satisfaction from seeing something derelict restored to its former glory and being part of that team.

People need to have a hobby, an outlet from their daily lives. It does encourage me that we have attracted a few non railway enthusiasts into the fold who have contributed to the volunteer effort and brought in different skills.

I think camaraderie is very important. There has to be good natured humour as that removes barriers.

Pictured at the NRM, the Secretary is researching archive material. Photo: Bruce Robinson, H&BRSF.



Are there any achievements or milestones that you would like to mention during your time as a volunteer, committee member and trustee?

- I think the working weeks may have been my idea initially and at the time they were very successful.
- When the LNERCA was created by Murray and John Hasler in 1979, I think a newsletter was distributed to people who made regular donations. After a year or two of my involvement I was keen that we should make the LNERCA much more official, and I suggested that we should become a formal society with a committee and a membership subscription.
- Setting up a Charitable Incorporated Organisation – replacing the existing non incorporated charity that was no longer fit for purpose.

You have been involved with the LNERCA for 41 of its 44-year life. What have been the highs, lows and biggest regrets?

Highs:

- Getting 641 finished in 1994/5. We were a young team back then and all a lot of people doubted whether we would ever complete a carriage.
- Successful first HLF grant award in 2001 for 43567 and 23956. Roger Melton, Colin Sykes, John Curtis and others put a lot of effort into this.
- Acquiring teak to ensure that our carriages and many others in the heritage sector could be restored. That was a major achievement and down to the tenacity and hard work of Roger Melton.

Lows:

- Vandalism of the teak set.
- Arson attack on 60525 at Carnforth in 2000,
- Several thefts of our valuable spares.

Regrets:

- I always regret the fact that we never saved a Dia 27 Open Third (or even rarer Open Second). These had varnished teak interiors and 2 + 1 seating so would have been ideal dining cars. We had chance of a couple in the early years, but finances were tight. Sadly, this type is now extinct.
- Not finishing Colin Sykes' TTO 24109. RB 641 became the major project vehicle for the Association mainly because the NYMR wanted another buffet car and Paul and I were at Pickering most weekends. After that restoration priorities were driven by where we could gain grant funding.

I hope that we can put this right in the next few years and get some of the started projects like 24109 and 18477 finished.

- I wish we had recorded conversations with Les Browning and Albert Storr when they were still with us. Both former Doncaster carriage works employees. As many of you will recall, Les was our President for several years until his death, a plaque commemorating him is mounted on the bar in 641. He had a wealth of interesting stories and memories of his time there from the 1920s to the 1970s.

- Lastly, despite completing several fine restorations and trying to make the finished product as original and authentic as possible, it does slightly irk me that we have never received an award for anything!

Restoration progress

By Marcus Woodcock.

Gresley Tourist Open Third (TTO) 23956

After much resistance this coach left the Atkins building on Monday 23rd of May for the main C&W shed for attention to its wheelsets. May saw the completion of the roof with the final coats of Durashield applied after the refitting of the toilet tank filler and associated fittings. The filler assembly is now largely cosmetic as the tanks are filled from internal pipes but the LNER continued to fit them into the Thompson era, because 23956 is owned by the NRM we have installed the toilet pipe work exactly as built by the LNER, a time-consuming and costly business. It is proposed that the NYMR teak set will have its plumbing modernised using modern pipe fittings and butyl water tanks to make the system more reliable and easier to maintain but keeping all the visible items original. What do our members think? As usual, the flush



Always a welcome sight as the numbers and lettering go on - May 4. Several coats of varnish are applied prior to the transfers being applied as the carriage then displays a feeling of 'finished' . . . but there's always more to do before TTO 23956 emerges from the Atklins shed. Chief Transfer Applier - amongst many other titles - is the LNERCA's Volunteer Liaison Officer, Marcus Woodcock. A key factor when applying the transfers is to ensure they are horizontal, hence the careful prior measurements. *Photo: Malcom Brown.*



Prior to the specialist painter applying the scumble paint to Thompson-designed Corridor Third 1623, attention is being given to where rust has developed around where the stainless steel screws hold the metal panels onto the wooden framing. The filler is ground off, the screw is removed, the metalwork treated and a new screw inserted. This is then filled and sanded until the surface is flat, with no evidence of the screw underneath. Long-distance volunteer, Gary Lyne from Kettering, takes time off from painting the roof of 1623 to provide preventive maintenance to one such example where the emerging rust would have caused serious problems if not treated in time. *Photo: Malcolm Brown.*

cisterns resisted attempts by Gordon Wells and myself to make them work, after many hours of repeated stripping and careful fitting work, we finally made them function correctly and relatively leak free, the repair of these tanks is a black art which defies logic!

The last of the twelve coats of varnish have been applied to the west side, along with the lining and transfers. Special thanks go

This is the largest area on the east side of TK 1623 needing attention. An indentation dating from its BR departmental days, required filling. Some residual rust on the metal prior to being painted with anti-corrosive primer had 'popped' the filler, so needing medication. The residual ferrous oxide on the bare metal is eradicated, primed and filled. Of interest is that all this is one piece of metal but a slight change in the scumble pigment gives the effect of separate 'teak panels'. *Photo: Murray Brown.*



to our small team of varnishers and liners who have put in many hours of work on the coach exterior, which now looks superb.

Thompson Third Corridor (TK) 1623

23956 was swiftly replaced by TK 1623 in the Atkins building, in for re-graining and varnishing. 1623 is a 1950 Thompson designed coach, a hardwood frame covered with steel panelling outside. The stainless steel screws holding the steel panels to the frames have a tendency to loosen their grip on the panels which allows movement between the two allowing the filler covering the screw heads to drop out.

Once in the Atkins shed, the filler is ground off the 'blown' screw heads exposing the screw which is then removed, a countersink is used to clean the hole in the steel panel and the screw replaced with a longer one fitted tightly. The screw heads are then coated in a two pack primer and the head covered in waterproof filler. The coach will then be handed over to contractor, Craig Robinson, for the base coats and graining to be applied. Once done it will have several coats of varnish to protect the scumble coat.

The roof has had a primer and two coats of Durashield to keep the cover waterproof.

East Coast Joint Stock Restaurant Third (RT) 189

Both saloons have had the decorative mouldings fitted to the clerestory sides which are now being carefully painted and rubbed down ready for top coat and then gold lining.

The pantry end vestibule ceiling is fitted along with the side windows and decorative mouldings, these are painted ready for the light fitting to go up. The two shelves, which used to support the top



Left: In the Kirby Misperton Unit 10 workshop, Jim Chittock puts the finishing touches to the new framing, the centre piece being the Thompson trademark – the oval window, such a distinctive feature of this designer's carriages, for the Composite Lavatory (CL) 88339.



Right: The entire section of framing, including the oval window section, is lifted into place on 88339 using the scissor lifting trolley, aided by operator Jim Chittock, Kelvin Whitwell (manager of next door's NYMR bogie repair facility), whilst on 88339 is Andrew Daniel and, nearest the camera, Nick Stringer. *Photos: Ian Carney.*

gangway plungers, will then be refitted and new reinforcing brackets fitted.

Work on the gangway connectors is ongoing, with repairs to the north end extension timbers.

Thompson Composite Lavatory (CL) 88339

Extensive work on the timber framing continues. The body is now split from its underframe and lifted to allow access to the frame and replacement rack plates to be fitted.

Gresley Corridor Third (TK) 23896

Work continues well with repairs to the corridor side framing. Unfortunately, more rot has been found in the corridor cantrail which will have new timber spliced in. Like 88339, the body on this coach will soon have to be lifted from its underframe to allow for repairs to the steelwork underneath.

With the renovation of Corridor Third (TK) 23896 underway in Unit 10 at Kirby Misperton, it is opportune to turn the clock back to when this former mobile control carriage (for use in wartime) was a resident at Carnforth. Photographs of it at the Steamtown Carnforth facility (now the headquarters and operational centre of West Coast Railways) are rare - and this image from 1994 is the only one known of 23896 outside. Bought from BR in 1980 by Rick Edmondson of Resco Railways from Carr depot, Doncaster, as TDE 321108, this Departmental carriage, remained at Doncaster before moving to Steamtown Carnforth in 1984. Rick agreed to sell it to the LNERCA in the mid 1980s and the Association paid Carnforth Railway Restoration Engineering Services (CRES) to undertake structural work, give attention to the roof, and varnish it. This work, in effect, restored the carriage externally, leaving the interior to be done at a later date. Carnforth's Class 08 08678 shunts the numberless TK in sight of the landmark coaling and ash tower. This grade II structure is on the 'at risk' list, and is suffering from concrete cancer. The LNERCA paid West Coast Railways to keep the TK under cover, but escalating rent charges precipitated the carriage moving to Pickering in 2010 after being at Carnforth for 26 years. It is now over 60 years since this carriage last carried passengers, but we can say that the day is in sight for passengers to once again enjoy this 1935 Birmingham Railway Carriage & Wagon-built veteran. *Photo: Andrew Daniel.*



LNERCA Fleet Status (updated June 22, 2022)

<u>Coach No.</u>	<u>Location</u>	<u>Current status</u>
Gresley BTO 43567	NYMR	Available for traffic.
Gresley TTO 56856	NYMR	Available for traffic.
Thompson TK E1623E	NYMR	In Atkins shed for roof painting and re-scumbling by specialist contractor.
Gresley RB 641	NYMR	Ready for traffic except for bearings, currently being assessed.
Gresley TTO 23956	NYMR	Available for traffic.

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	NYMR	Stored at Levisham - partially restored.
Thompson CK E18477E	NYMR	Stored at Levisham - partially restored.
Gresley BTK 3669	K. Stephen	In traffic. To visit NYMR for Autumn Gala.
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, Pickering.
NER TO 945	NYMR	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 door fitting.
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	Project manager in place.
NER LC 1111	K. Stephen	Stored. Stainmore Railway Company undertaking renovation.
GN Saloon 3087	Barrow Hill	Undergoing 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.



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