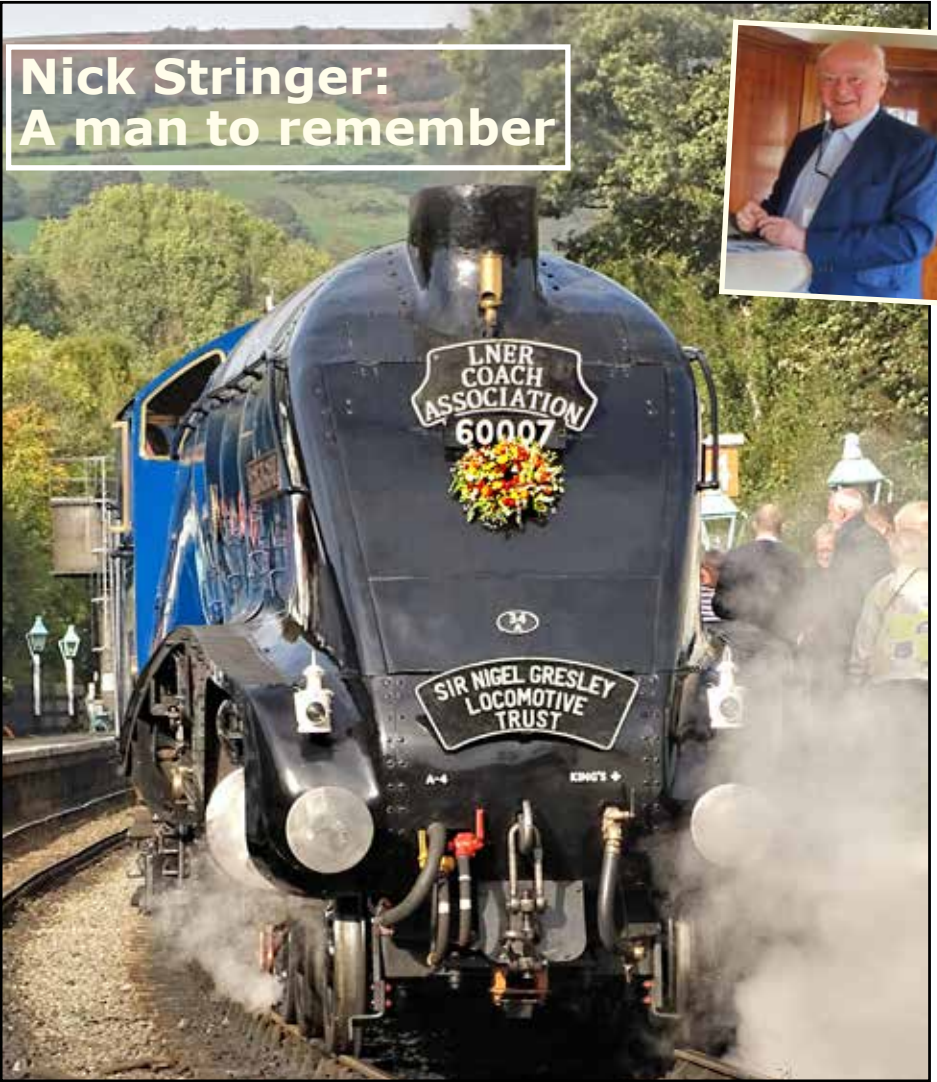


# Newsletter No. 135 Autumn 2023



**Nick Stringer:  
A man to remember**



# Nick Stringer, Chairman LNERCA 2018-2023: A man to remember

To say Nick's death has rocked the trustee directors is an understatement, and we will be picking up the pieces for some time to come.

Nick came onto the scene in 2013 when he contacted Marcus Woodcock to see if he could assist with the restoration of Brake Third Corridor (BTK) 3669, then under a 'tent' on a farmer's field near Bridlington. His input, finance-wise rapidly projected the restoration forward, this being finally accomplished on the NYMR. He then took a wider involvement with our activities and assumed the role of chairman in 2018.

A remarkable transition then began to take place as Nick began to initiate to an extraordinary degree all manner of items, modifications, carriage movements and the search for additional workshop type properties. A look at the annual accounts would give a clue to his extraordinary benevolence. The turnover of the Association's business spiralled upwards - much of this due to Nick Stringer's continued funding of so many projects.

## An opera loving railway enthusiast

He was a one-off. Whilst Nick was a graduate engineer from Oxford University, he developed a lifelong love of Opera with a particular passion for Wagner. After retirement, he, together with his wife Margaret, and friends would make annual visits to Germany for The Bayreuth Festival, as well as being amongst the first to get tickets for Covent Garden and Opera North whenever new productions came on line. How many railway enthusiasts do you know who, besides their love of family and railways have opera as another passion?

Many was the time I thanked him for his unstinting generosity but Nick never wanted recognition or credit. He told me on several occasions that his businesses had done well so he had made provision for his family and he loved what the LNERCA was doing - as we all do. His businesses were associated with high-tech instrumentation for the medical profession.

The LNERCA really took off when three years ago, Nick took out a lease on Unit 10 at Kirby Misperton industrial estate, next

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**FRONT COVER by Rodney Towers. For the second year running, the LNERCA was privileged to have the Sir Nigel Gresley Locomotive Trust's A4 60007 haul the members' special. Sporting both trusts' headboards and wreath commemorating Nick Stringer, the A4 simmers at Grosmont.**

to the NYMR's bogie repair facility. A synergy immediately developed. Unit 10 allowed three carriages to be moved inside. Then, a year ago, Nick, with great imaginative foresight took out a lease on behalf of the LNERCA on some nearby land. Following the laying of three sections of scrap track, this now allows six carriages to be stored thereon, the first two of which are Jim Kay's 'Royal Scotsman' carriage and the erstwhile 'Ryedale' restaurant car, both of which came from the Ecclesbourne Valley Railway.



The LNERCA has recently been working on four carriages all at the same time - ECJS 189 and NER 945 in the Atkins shed, with CL 88339 and TK 23896 in Unit 10. This was progress unprecedented in the history of the LNERCA. It to continue through to next year even in the event of his death.

His modesty was noticeably his most obvious characteristic - he just got on with the job, without any fuss, footing the bills himself.

The LNERCA has a variety of vehicles, some specialist, and Nick was keen to devote energies to those with revenue-earning potential. This is one of his legacies as the LNERCA trustees continue, for the time being, to concentrate on carriages capable of bringing in a return. Concomitant with that, the committee is giving top priority to maintaining the agreement with the NYMR whereby the LNERCA provides a five-coach LNER set of carriages.

## Nick saw the way ahead

In summary, it can be said that what, Nick, as Chairman, brought to the LNER Coach Association, was that of personal leadership and managerial experience; the development of a commercial strategy for financial sustainability and giving the Association a clear vision for the future. He had a passion for helping preserve a part of our railway heritage for future generations to experience and for them to be able to enjoy this by riding in the expertly preserved carriages of another era. In addition, and in pursuit of his vision, Nick quietly gave his personal financial support to many aspects of the Association's work in progress and did this whilst maintaining a low profile and preferring to remain largely anonymous about his personal contributions.

Whilst I speak on behalf of my fellow trustee directors, I feel that I can also voice the feelings of all our members by



saying how much we, as the Association, are indebted to Nick for his wise counsel, visionary leadership and great financial generosity. We are all intensely shocked at this tragic accident and are going to miss him hugely.

### Memorial fund

Nick had two favourites - the East Coast Joint Stock Restaurant Third No. 189 and the Great Northern Railway Observation saloon No. 3087. He did in fact own the latter vehicle for a short period before transferring it to the LNERCA, another example of his remarkable generosity. The enlargement of the seating area in the saloon was Nick's

brainchild and he paid for this to be effected by Rampart Engineering, Barrow Hill.

The trustees are truly grateful for all the letters and emails of support and condolences received following Nick's passing and these have been passed to Margaret and his two daughters and son. A memorial fund has been launched and if any member would like to donate in his memory, then all funds received will go towards the earliest completion of our priority projects, the restoration of coaches 3087 and 189.

The LNERCA bank details for this are:

Account name: LNER Coach Association

Account Number 2241 4668

Sort Code 30-99-50

Thanks to this remarkable gentleman, the LNERCA was 'really motoring' and much as we would like this to continue, inevitably, there will be a slower pace than previously. There will be much evidence of Nick Stringer's legacy and all he did for the Association.

As soon as GNR 3087 is completed next year, we intend to invite his family along to mark its entry into service and unveil a brass plaque commemorating not only his close involvement with this wonderful carriage but also his considerable impact on the fortunes of the LNER Coach Association.

**Murray Brown, October 2023**

## Your carriages need you!

*So says John Carr, Sales & Publicity Co-ordinator.*

Like many heritage organisations LNERCA;

- has too few members, especially volunteers;
- Like our LNERCA coaches, we are all ageing.
- Although LNERCA has generous benefactors who make significant donations, we still need to generate revenue to build our reserves so that the age of elegant travel lives on for the enjoyment of ourselves and future members and leisure travellers;
- LNERCA relies on disappearing skills to keep our coaches running. Some of these skills are now rarely found outside the heritage world;
- But there are many jobs that require no specific skills: LNERCA currently cannot do many of these jobs because there are no volunteers to take them on.
- The more volunteers we have, even if they can only afford a day or so every so often, the more we can do to raise the image and income of LNERCA



Ideally, we want at least one LNERCA host travelling in every train using LNERCA coaches. A host's job is to explain the role of LNERCA and sell merchandise. To a largely non-enthusiast clientele they would also explain the rewards of being actively involved in the heritage movement.

### A pipe-dream?

Not if many more members are able to assist on trains, at stations or events such as shows. Many could support, at home, 'back office' jobs involving administration and research.

If we could all generate one new member each LNERCA would double in size. Once that is achieved, repeating the feat increases the size fourfold to well over 2000. Not easy, but if you aim high, momentum will pick up.

### So...your carriages and your LNERCA need you!

Can we 'achieve a volunteer on every working of a teak train locomotive' Yes! If increasing numbers of members like you can visit the railway, once, twice, three times or more in the operating season, giving advance notice of when, we can quickly explain how a host can help passengers by answering questions and selling LNERCA merchandise on the train. Some passengers may join LNERCA so we can build up numbers and expand our team. Think it can't be done? It can, many years ago I did it with the Scottish RPS. Please e-mail me at john@carruk.net or call 02030 913739 to talk it over.

## Shedding some light - in a shed!

*Gordon Wells, LNERCA's electrical guru, explains how he has updated a piece of equipment which is a staggering 75 years old - and still functions!*

The Thompson-designed Composite Lavatory carriage (CL) 88339, when built by the LNER in 1947, was fitted with electrical equipment manufactured by J. Stone & Co. of Deptford, London. The main component comprised of a 24 volt 50 amp Tonum type dynamo controlled by a Liliput Dual regulator. These items are now over 75 years old.

During its ongoing major overhaul the coach has had all its original wiring replaced with new cables. The original cotton covered rubber cables have stood the test of time but they were never meant to last this long. Completion of the final electrical works will be undertaken when the vehicle returns from having its steel panels fitted by Rampart at Barrow Hill.

The dynamo regulator panel is mounted in a box fitted on the underframe and, as can be seen in the picture, it was found to be in remarkably good condition. A data plate attached to the panel indicates that its last service date was May 1958. The regulator itself is a magnetic electro-mechanical force balance carbon pile type with separate coils for the regulation of current and voltage.

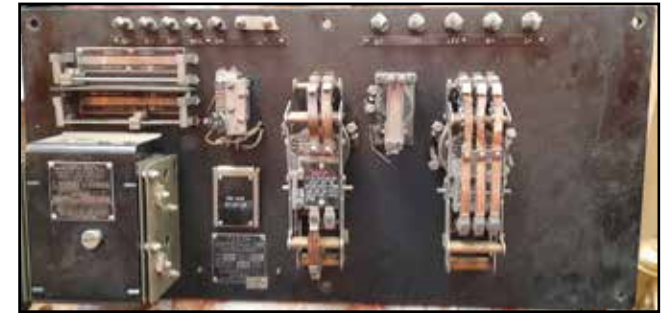
Examination of the carbon pile rings found them to be in good condition with only one ring requiring replacement. Luckily, we have a stock of rings saved from a damaged regulator which was recovered from the Thompson sleeping car that was destroyed in a fire at Goathland many decades ago. After cleaning, some minor adjustments and testing, the regulator was found to be still in good working order. They certainly knew how to build things in those days!

### LED lamps consume far less current

The panel has been updated to incorporate modifications made by BR to the Stones regulators fitted to dining cars in 1972 (a mere 50 years ago!).

The major change involved the removal of the regulator relay and the replacement of the large main generator Cut In contactor with a battery charging diode. This was done to reduce maintenance as it removes most of the moving parts from the unit. The new diode is mounted on a section of finned aluminium heat sink which was recovered from a scrapped BR Mk.2 coach alternator regulator. Also added are additional fuses for the main generator

**Right: The original regulator box as fitted to 88339 when it was built in 1947.**



**Right lower: All those years later, some modern technology has been introduced which should aid reliability. Photos: Gordon Wells.**



and field circuits.

When the CL is complete the coach will be fitted with Light Emitting Diode (LED) bulbs as they consume 75% less current than traditional incandescent lamps which will extend the life of the battery.

### One downside

There is a hidden disadvantage to these LEDs in that the operating voltage range is from 12 to 30 volts and within this range the light output remains constant. This hides the fact that the batteries are becoming discharged. The large contactor on the right of the panel is the lighting control. This is electrically held in the on position and will drop out if the batteries are discharged to around 15 volts disconnecting the lighting load. This voltage level is too low to protect modern batteries from deep discharge and as an added precaution a low voltage cut off circuit has been incorporated to automatically turn off the coach lights if the voltage reduces to 19 volts. This will help to protect the batteries from suffering damage from being over discharged if the lights are inadvertently left on.

A full set of new lead acid batteries are expensive and the modern types do not take kindly to being heavily discharged and as they will often not recover. The CL is to be fitted with marine type batteries as fitted to Thompson TK 1623, restored in 2016 and fitted with LED lamps. This type of battery has performed most satisfactorily.



## **MINUTES OF THE 36th ANNUAL GENERAL MEETING OF THE LNER COACH ASSOCIATION HELD AT PICKERING STATION AT 11.00 ON SEPTEMBER 2, 2023**

The AGM was attended by 27 members, chaired by Murray Brown, this including seven trustees.

### **1. A minute's silence in respect of our late Chairman, Nick Stringer**

After which Murray gave an introduction and tribute to Nick and his legacy to the LNERCA in getting us a workshop, storage land and getting additional carriages restored for additional income. Following on from a proposal by the Trustees, it was AGREED that a memorial fund should be set up and donations from this would be primarily to fund GN Saloon 3087 and any additional monies would go into 189.

### **2. Apologies for absence**

Apologies for non-attendance were received from John Broadley, Debbie Cross, Michael Coleman, Peter Wilson, Dave Jobling, Bruce Robinson, Richard Taylor, Mike Holland, John Hasler, Christopher Johnson.

### **3. Minutes of the Thirty Fifth AGM held on Saturday 3rd September 2022**

a) Matters arising from the minutes.  
Richard Hayward asked for the membership totals could be listed in the newsletter on a quarterly basis.  
b) Approval of the minutes  
These were proposed by Richard Hayward and Seconded by Neil Cawthorne and the AGM duly approved them as a true record.

### **4. Chairman's Presentation on activities during 2022 and plans for 2023**

Nick Stringers presentation was tabled as written.

Points raised:

- a) Murray Brown expressed appreciation and the importance of our armchair members for their valuable financial contributions.
- b) Murray reported that the closure of the Pickering Sleeping Car had been a major blow and had resulted in the loss of several working members who lived a non-commutable distance away.
- c) John Carr said that the Heritage Open Days had been successful in gaining additional members, including some from a younger age group.

d) Murray said that there would be more focus on publicity.

### **5. Nick Stringer Memorial Fund**

Covered under Item 1.

### **6. Treasurer's Report and Presentation of Accounts for 2022**

Treasurer Adrian Laming advised that the accounts were not yet fully audited, and members had been sent a draft copy. This was due to holidays, availability of the Auditor and work required post the death of Nick. Adrian reported that the income and expenditure were correct but some of the cost allocations needing amending.

Following a motion proposed by John Carr, seconded by Richard Hayward the following was AGREED by members present:

The accounts were accepted by the meeting on the basis that the finalised accounts would be sent out to all members once they had been audited and approved by the Trustees.

### **7. Membership Secretary's Report**

Membership Secretary, Peter Wilson (absent) had written a report that was circulated with the AGM papers. Noted that members would be encouraged to receive the newsletter electronically to cut down on costs. Murray reported that he was using a new online printing service now that had also reduced costs and improved quality.

### **8. Election of Independent Examiner**

Ian Philpott had agreed to continue being the LNERCA's auditor. This was approved following a motion proposed by Adrian Laming and seconded by Dave Cullingworth.

### **9. Secretary's Report**

Secretary Dave Cullingworth had previously circulated his report. This detailed the Trustee elections.

The notice of Nick's death had been sent out separately to the AGM papers and to save cost, all members who had given an email address were sent these out by email. Apologies to a few members who had not been able to open the attachments.

### **10. Election of Trustees**

a) The following Trustees were due to retire by rotation. Both were willing to re-stand for another 3-year term:

- Dave Cullingworth – Secretary
- Gordon Wells – Trustee

b) There are 3 Trustee vacancies. Excellent CVs had been received and sent out with the AGM papers. The following were standing:

- Debbie Cross (3-year term).
- Shaun Saltmarsh (3-year term)
- Bill Monks (2-year term)

Following a proposal by Adrian Laming, seconded by Jim Kay, all

the Trustees were elected by the AGM.

## 11. Restoration & Maintenance Progress

Marcus Woodcock reported that most of the progress for the year had been detailed in the Chairman's Report.

It was noted that following the death of Nick Stringer much of the project work funded directly by him was currently paused. The priority was maintenance of the teak set and the obligations of the contact with the NYMR.

## 12. Any Other Business

a) John Carr asked if a leaflet could be produced for each carriage and an assessment made of what the estimated cost to completion would be. Dave Cullingworth said this was quite time consuming, but an exercise was being done in respect of 3087 which would be part of fund raising from Nick's Memorial Fund.

b) Polar Express – John Carr asked whether any carriages would be hired out this year. He mentioned that the Cholsey & Wallingford might be interested in hiring from us. PNP no longer did the hiring, this was done by the host railway. Dave Cullingworth advised that the only formal request was from the YDR for the use of 23956 which had been approved by the Trustees.

c) Heritage Open Days – it was noted that the LNERCA were not on the list of places/group to visit. ACTION: Murray would pick this up with the NYMR.

d) Andrew Scott – the Memorial Fund must be a success. It was important that the NYMR understood what 3087 and 189 could offer in terms of 'Value Added Services' and additional dining opportunities. Andrew offered to work with the NYMR on this and the AGM approved this.

e) S&DR 200 anniversary in 2025 was an opportunity to showcase specific vehicles but no formal requests had been received.

f) Martin Barker from the H&BRSF thanked the LNERCA for their help and advice on the restoration work taking place at Hull College.

g) Thoughts for John Boddy who passed away recently and also Len Clarke whose memorial train was happening soon.

h) Richard Hayward asked about succession planning and finding deputies for the Secretary and Treasurer.

i) Working at height – PASMA course being rescheduled.

j) Chris King asked if there would be a sales stand at the NYMR gala. John Carr available for a couple of days. This would be taken offline and discussed internally as to whether there were enough sales items and people to cover.

k) Jim Kay – proceeds from Buffet Car operations at the Gala would be gift aided donation. The meeting expressed thanks.

Meeting closed at 12:30

**Dave Cullingworth, Secretary.**



**60 Years Ago NERCG's DE 320716 (945Y) Arrived at Goathland**

**This year marks six decades since the North Eastern Railway Coach Group's Third Open DE 320716 (NER 945Y) arrived from Leeds from where it was bought. It was taken to Goathland behind P3 2392 in July 1973. In the consist is one of the NRM's Suburban Seconds (46142 or 46235) and a Mk.1 Brake, believed to be 9235. Now in NER crimson, work continues by LNERCA volunteers to complete this unique carriage, which next year attains its centenary. Photos: Jim Stancliffe.**



# Splendour on the Moors

The LNERCA is now obligated to provide a five-coach set of LNER carriages for the 'internal' services on the Moors. Prior to the introduction of this arrangement, visiting A4 4464 *Bittern* heads south at Moorgates with a set augmented by two Mk.1 carriages. The date was May 12, 2012. *Photo: Andrew Scott.*



### Treasurer's report for year ending 31.03.2023

Firstly I must apologise again for not managing to get these accounts examined and finalised in time for the AGM. Hopefully now we have a year of using Sage accounting package things will flow better this year. Our main income is from our contract with the NYMR to provide and maintain the Teak Set, and last year we also had a very successful hire out of 2 carriages for a Polar Express event at Christmas.

In addition we had received £9,881 from our gift aid claim relating to this year.

The exceedingly generous donations we have received this year have allowed us to really move forward on some of our restoration projects through the employment of contractors for working on these carriages.

While the bank balance looks satisfactory, it does contain approximately £30,000 in restricted donations which can only be used for specific projects or items, which doesn't leave us with a limitless pot to work from.

The sudden sad death of our chairman, Nick Stringer, has had a very major impact on the finances of the Association. Nick had been funding a lot of the work being undertaken which has now had to be put on hold while things are getting sorted out. The finance committee has started meeting monthly to keep a tight rein on all costs to ensure that we can continue working with these remarkable historical carriages.

Currently we are in a very fluid situation but things are under control as we re-organise the way the Association works over the coming years.

These accounts have yet to be approved by the Trustees which will be done at the next committee meeting.

Adrian Laming  
LNERCA Treasurer

#### LNERCA Statement of Income and expenditure for year ending 31/03/2023

##### Sales

Unrestricted donations	£117,873
Carriage Hire	£75,571
Other restricted donations	£68,424
Legacy receipts	£42,994
Sales - Products	£37,183
Sales - Services	£16,767
Membership fees	£4,555
Other income	£1,008
Filming Fees	£400
Membership fees direct	£130
Easyfundraising and Amazon Smile	£49
web sales	£21
<b>Total Sales</b>	<b>£364,975</b>

##### Direct Expenses

Labour - other	£199,774
Carriage materials general	£76,384
Carriage storage	£28,252
Cost of Sales - Materials	£23,227
Haulage	£3,251
Cost of Sales - Labour	£1,015
<b>Total Direct Expenses</b>	<b>£331,903</b>

##### Overheads

Workshop costs	£19,292
Admin Expenses	£8,379
Business Insurance	£4,763
General Rates	£3,834
Electricity	£3,691
Members train costs	£2,000
Cleaning	£1,389
Training Costs	£1,085
Newsletter	£970
Website	£914
Computer & Software	£668
Telephone	£654
heating	£397
Accountancy Fees	£200
Repairs and Renewals	£180
Other Distribution Expenses	£97
Office Stationery	£36
Water Rates	£18
Bank Charges and Interest	£14
<b>Total Overheads</b>	<b>£48,580</b>

Total sales less total expenditure £(15,508)

##### Bank Balances at year end 31.03.2023

Lloyds Bank old account	£691
Lloyds Bank new account	£9,976
Lloyds Bank deposit account	£30,000
Barclays Bank membership account	£2,245

**Total** **£42,912**





## Annual Members' Special - October 7, 2023

Once again, the annual members' train was a day to remember - the sun shone, the train was packed with members and families and friends. It was tinged with sadness because of the recent passing of the LNERCA's chairman, Nick Stringer. The four-coach LNER set really was packed because we had 202 passengers who had booked and the same week the Mk.1 carriages which had ran with the LNER set had been removed. Circumstances prevented them from being re-attached. We managed to secure some extra chairs, thanks to the NYMR's Duty Manager on the day, Julia Clarke to whom we say thank you, as we do to Karen Haigh in the NYMR office for offering to allow some passengers the chance to use the normal service train. The SNG Trust made the day by providing the magnificent A4, the ultimate steam machine, and epitome of class and style. Furthermore, they waived the fee in lieu of the loss of Nick Stringer - a magnificent and appreciated gesture. We are indebted to Nigel Wilson, Chairman of the SNG Trust, and we welcomed a large contingent of volunteers, members and friends of that Trust. Jim Kay and his team (see overleaf) put on a superb buffet in RB 641 and Helmsdale LNERCA volunteer Richard Hayward did wonders with the raffle, raising just over £300.



An LNER locomotive atop LNER carriages. Scenes like this make our pastime all the more worthwhile. *Photo: Rodney Towers.*

Left: Darrin Crone, Sir Nigel Gresley Locomotive Trust Engineer, fixes the wreath on the front of the A4 as a mark of respect and to commemorate the life and contribution of Nick Stringer to the LNER Coach Association. *Photo: Peter Bowes.*



The A4 powers the southbound special round the reverse curves in Northdale. *Photo: Rodney Towers.*



For the third year running, Jim and Jean Kay, aided by Steve and Linda Hone, provided a superb buffet service, offering keg beer, bottles, cake, homemade sandwiches and pies. Having a break, Steve (who is the LNERCA's upholsterer), wife Linda and Jean on the right relish their picture being taken. Luke Taylor of Grosmont Crossing Club is thanked for delivering the beer and pump. In all, the catering team made a commendable £300 for LNERCA funds. *Photo: Jim Kay.*

A well-earned pint in a most convivial setting. Two LNERCA stalwarts (not on duty!) On the left is Bruce Robinson (Hull & Bursley Railway Stock Fund) with Jim Brettell, who helps with LNERCA's infrastructure. *Photo: Jim Kay.*

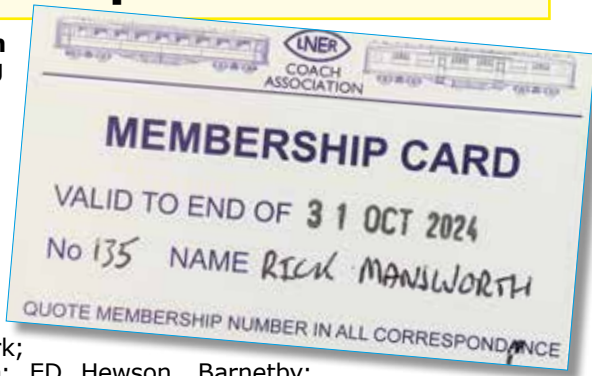


Members came from all over the country. This was the quiter end of the Buffet Car! Whilst the tubular chromed chairs are not as comfortable as bucket or high-backed seats, at least they are genuine LNER! *Photo: Rodney Towers.*

## Membership Matters

May I acknowledge with thanks the following memberships, donations received up to September 25 - many thanks to you all for your continued support.

WJ&S Berridge, Grantham; P Dealtry, Leeds; D Percival, Knebworth; JS Dawson, Leeds; ML Parry, North Ferriby; NW George, Lymington; M Coleman, Crediton; DS Williams, York; JH Whitbread, Middlesbrough; ED Hewson, Barnetby; JP Mottram, Welwyn; G Wells, Redcar; JT Taylor, Sutton-in-Ashfield; M Trice, Croydon; B Pickup, Hove; PW Small, Haverhill; M Braithwaite, Leeds; RP Houlton, Hull; JC Dyas, Harrogate; JH Hasler, York; D Fisher, York; S&C Rhodes, Selby; RDE Brown, London; I&C Hollis, Pickering; MDH Pepper, Bournemouth; M Allatt, London/Richmond; A Anderson, York; A Barton, Burton on Trent; A Beckett, Bristol; D Bent, Nottingham; J Bradsell, M Brown, Gateshead; R Buckthorne-Cooper, Chelmsford; R Burns, Falkirk; G Cassidy, Stockport; M Chapple, Darlington; G Cobb, Hereford; R Cockton, London; S Cox, Rawdon; K Foster, Scarborough; C Hall, Royston; R Hill, Bewdley/Oakham; G Hodgson, Royston; I Holsworth, I Jefferson, Plymouth; S Jenkinson, Wichenford; P Jewson, Leeds; C Johnson, London; J Kay, Pickering; A Marsden, Darlington; J Maxim, Ipswich; A Middleditch, Hitchin; G Nodes, Sutton on the Forest; M Papworth, Bradford; C Parr, York; P Ashton, Hull; A Scott, York; A Snowden, Redhill; N Stringer, Knaresborough; D Sunderland, Newcastle; E Taylor, Hunstanton; Dr Thompson, Hull; R Thompson, Chesterfield; R Whitwam, Leeds; D Wood, Guisborough and 'Atlanta Man', USA.



**Peter Wilson, Membership Secretary**

## Who's Who?

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

### Acting Chairman & Newsletter Compiler Secretary

Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY  
Email: murraythemint@ntlworld.com Tel 01733 578000  
Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB  
Email: dcull641@gmail.com Tel 01439 771758

### Membership Secretary Treasurer

Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG  
Email: pnw6@sky.com Tel 01423 862553  
Adrian Laming, 4 Orchard Lane, Sowerby, Thirsk, YO7 1NE  
Email: treasurer.inerca@gmail.com Tel 07855 513526

### Stores Manager Trustees

Paul Johnson  
Gordon Wells, 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, Bempton, Bridlington, YO15 1JA  
Email: marcuswoodcock3669@gmail.com Tel 01262 851268

#### Archivist

Dave Jobling, Email: humourist@iname.com

#### Sales Officer

John Carr, Email: john@carruk.net Tel 07941 039222

#### Gift Aid Claims

Simon Cox

#### Non Portfolio members

John Hasler, Jim Brettell



## Restoration progress

By Marcus Woodcock.

Following the tragic death of our chairman Nick Stringer, work has temporarily stopped at Unit 10, Kirby Misperton, and has concentrated on our contracted work on the LNER set at Pickering.

### NER Third Open 945

In store at the coach barn.



Bruce Robinson has been masterminding the first replica gasolier for ECJS No. 189. Here, the chimney is being offered up to the ceiling. The actual 'burner' and supporting arms can be seen - however, it has become evident that there is little room beneath them to pass by - an indication that Victorians were slightly smaller in height than found today. To remedy this, the radius of the supporting arms is to be made less severe, this allowing the gasolier to be raised by another two inches.



### **Gresley Tourist Open Third 56856**

The roof has been patch repaired and re-coated in Durashield, and is complete.

The east side body frame repairs are complete, all knee irons are refitted with stainless steel bolts, rotted kickboards have been replaced. The floor board ends had rotted, in places new sections of board have been spliced in and the joints strengthened underneath, the floor covering was carefully removed and refitted. Six of the eight teak panels have had splits repaired and the backs reinforced with polyester scrim to help prevent further splits, these panels have been glue blocked back in place.

The side was rubbed down to bare teak and has now had two soaker coats of varnish ready for the beading to be applied. Both body ends are relined and varnished and the doors revarnished.

All the seats were removed and washed, half the seat backs needed repairs to the vinyl, unfortunately the material is no longer available in the colour so all the seats are away at the upholsterers having their covers replaced.

The ceiling was cleaned and repainted, and both vestibules re-painted and the vinyl cleaned.

Frame repairs are continuing on the west (car park) side, the north end door latch pillar needs repairs at the bottom. Also the interior ply at the north end has rotted and is removed - it will

**One of the repaired bottom teak panels is pictured after having been fitted. The vertical batons hold the panel tightly in place whilst the glue blocks behind it, and which secure the panel in place, cure. Photo: Marcus Woodcock.**

be replaced after glue blocking. The teak panels are under repair as some have bad splits.

### **Thompson Lavatory Composite 88339**

Still away at Rampart, the steel panels are refitted and some mechanical work done.

### **Gresley Corridor Third 23896**

No progress.

### **GN Saloon 3087**

Most of the panel repairs are now complete and await beading to be fitted, the body is rubbed down ready for varnishing. The doors are being removed and overhauled, the locks will be overhauled and tested in house.

### **Gresley Restaurant Buffet 641**

Work is ongoing to fit a new power supply to the fridge.

# A Way to Help the LNERCA

Ian Wolstencroft who runs the Hull Area Group of the NYMR, has produced a superb four-disc video celebrating 50 years of operation by the NYMR. He has kindly offered to donate all proceeds above production costs to the LNER Coach Association. There have been many highlights from the last 50 years, so this special four-pack DVD will give you an enjoyable look-back at some of the galas and events that took place between 1973 to 2023. 65 locos are on view.

- **DISC 1 and DISC 2 - Brief history of the line (1973-2009)**
- **Great lineside shots, atmospheric shed scenes, inc three A4s & V2 Green Arrow raising steam**
- **Footplate rides on A2 Blue Peter, A4 60007, 45212, 75014, 60163, 80135 etc.**
- **Station scenes, signalbox action, classic cars, many visiting locos on view.**
- **DISC 3 2010-2020. Decade in detail, visiting locos 60103, 46100, 60009, 6023 etc, superb lineside shots, stations.**
- **DISC 4 - two popular events - Vintage Vehicles & War Weekends and interviews, loco action shots inc 60103, music, classic vehicles, 46100, NYMR personnel, interviews, shed scenes from the Classic Vintage Vehicle Weekend.**



## All proceeds go to the LNERCA

To order your copy, please contact Ian Wolstencroft who can supply payment details: Tel 07434 040391

**What a great bargain at £15.**