

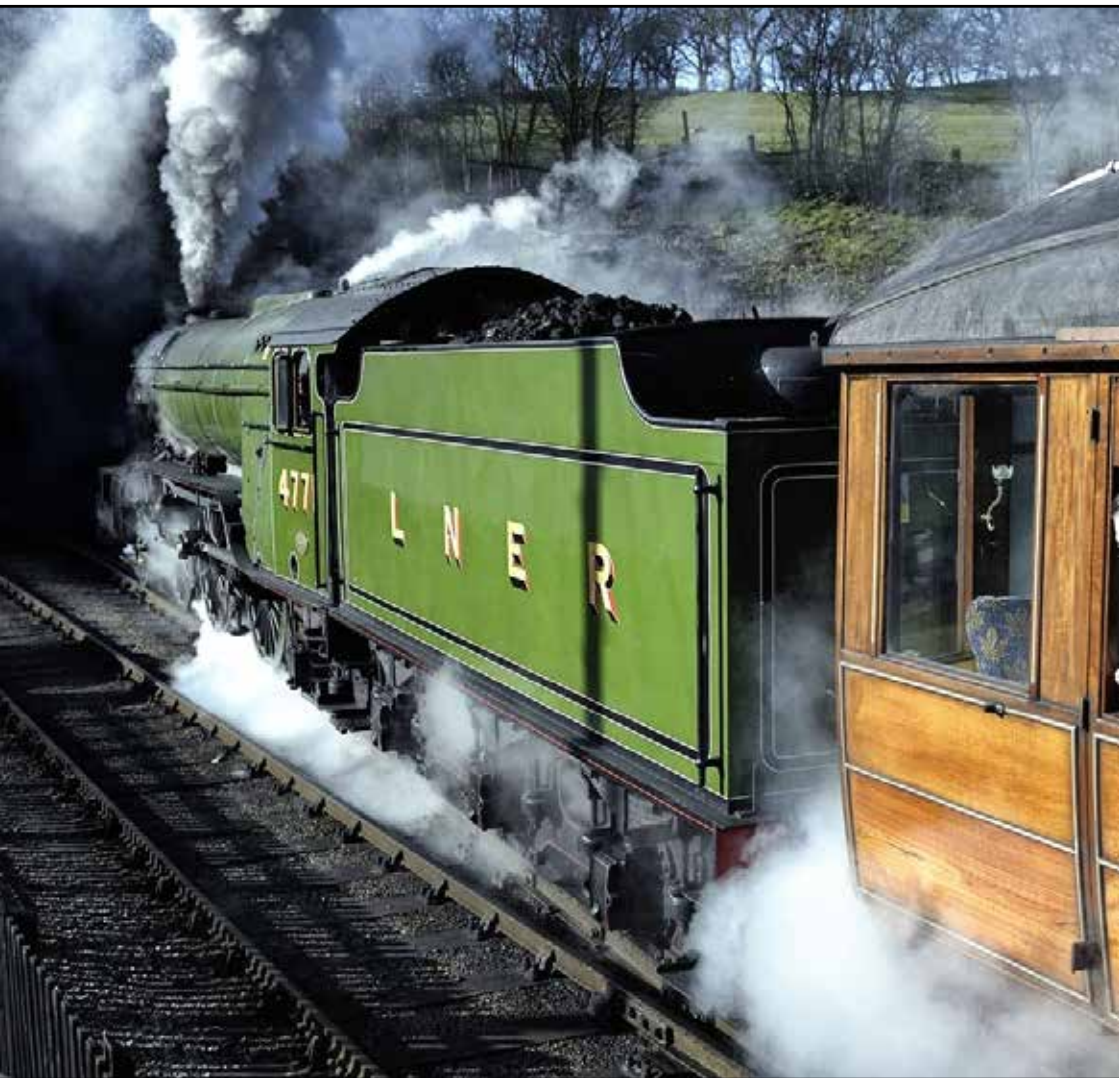


**LNER**  
COACH  
ASSOCIATION



**Newsletter No. 136**

**Winter 2024**



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# View from the Chairman



It's full speed ahead . . . but just a little slower: Members of the LNERCA will understand that 2023 was not a good year for us but we are now moving ahead - we have a busy programme planned for this year - it's going to be all go. Looking ahead, and realistically, we will continue doing what we love doing, at a remarkably high standard . . . but not as fast as previously. Gone are the days when we could field four carriages under restoration at the same time.

First of all, our top priority is to maintain the agreement with the NYMR to provide a set of five LNER carriages for the 'internal' service (Pickering-Grosmont). To enable this to happen, Tourist Third Open 56856 is receiving all the attention (ensconced in the Atkins shed, Pickering) in order for it to be ready for the start of the 2024 season. The reason for its withdrawal - with the full co-operation and help of the NYMR - was to allow the seats to be removed so they could be re-upholstered, (they were becoming somewhat tatty after 15 years in service) as well as taking the opportunity to effect some frame repairs. This meant removal of some panelling, both external and internal. 56856 is now well on the way to completion and as it is being re-varnished in the process, it is looking rather splendid - a good advert for the Association.

## It's wise to look forward

A good business always looks forward for opportunities, planning, pitfalls and opportunities. We are doing just that. Looking ahead, we should have the next two vehicles in the pipeline capable of earning revenue. These are the Great Northern Railway Observation Saloon 3087 and the Thompson Composite Lavatory (CL) 88339. We are asking the NYMR how they envisage using the observation saloon - it would be great to see it once again at the south end of the LNER set, with passengers paying an enhanced fee to participate in its special environment and ambience.

Meanwhile, the CL is still at Rampart Engineering, Barrow Hill, Staveley. The carriage restoration company, under contract, has replaced the life expired external steel panelling. We are

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**FRONT COVER by Rodney Towers. LNER personified: The magnificent 2-6-2 V2 4771 Green Arrow, now cocooned in Doncaster Museum, heads out of Grosmont on March 31, 2008 during its finale as a working exhibit. Behind it is the GNR saloon 3087, now being worked on in Unit 10, Kirby Misperton, to debut as an Observation saloon, seating 24.**

planning to let Rampart undertake the next stage of its renovation - likely the fitting of safety glass. This 76-year old carriage, built by the Sheffield-based firm Cravens, is earmarked either as a standby carriage for the LNER set or one which can be hired out.

As the resources and finances will not allow us to be working on more than one carriage at a time in the Kirby Misperton workshop, thoughts are turning to whether there is an opportunity to invite another carriage restoration group to share the facility and, in the process, contribute towards the rent. Obviously, this would depend on the landlord and would need agreement with a third party to comply with our safety regime.

From the foregoing, you will see there is a distinct move - an element of commercialism. The simple inescapable fact of business (which we are) is that a business has to be commercial to survive.

We have been asked by the NYMR whether we can assist with putting right the outstanding items and repairs necessary for the NYMR-owned Gresley Tourist Third Open 43632 which has been converted for wheelchair users, with the installation of a toilet for disabled passengers. This would be paid work.

Next in line for the hospitality of the Atkins shed is Brake Third Open 43567. This is due a rub down (sanding) and revarnishing. It is so important that revarnishing is done at the correct periodicity, otherwise, once deterioration has reached a certain stage, the only course of action is to strip all the varnish down to bare wood and start again - an immense task.

## The aroma of real coffee . . .

I wondered if I may again ask members if they would consider occasionally manning the Gresley Buffet carriage, No. 641, offering tea, coffee, cake and biscuits? There may well be some retired folk who might relish to chance to come along, enjoy the journeys, meet the public and contribute to the LNERCA's well-being? Surely, this beats house work, especially if you are with friends? The Buffet Car is sometimes not manned and there is opportunity for the LNERCA to offer an enhanced service to passengers who might like some refreshments en route. Please do consider and get in touch.

One of the highlights of the year is the annual Members' Train when for most of us, there's a chance to have a pleasant relaxing day enjoying the fruits of our endeavours, see what your your donations have achieved, meet members, and view the delightful Moors Railway. The NYMR has asked us about this year's event and a date of Saturday October 5 has been pencilled in. So, please make a note - we will confirm this date in the next issue. The Member's Train is increasing in popularity each year - and we would like to see you and your family there.

**Murray Brown, January 2024**

## Earning its keep . . . at last

**It's been a long time coming back from oblivion, but 43632 is about to carry its first passengers – in 63 years. Murray Brown has the story.**

Gresley-designed Tourist Third Open 13385's 26 years of carrying passengers came to an end when it was withdrawn from service in 1961, the year John F Kennedy became the USA President, The Beatles started in Liverpool, the first of the legendary Deltics entered service, and the top-selling single was 'Wooden Heart' by Elvis Presley.

1961 was the year the Government decreed that the plan to proceed with forming Control Trains, able to operate the railways in the event of hostilities where the HQ offices might be out of action, was authorised. 13385 was lucky to be selected for this role – which guaranteed it a further 18 years life.

This dictate by the Conservative government of the day, led by Harold Macmillan, authorised that each of the six Regions should each have two four-coach Control Trains. The Eastern North Eastern and Scottish Regions all used ex LNER carriages, and each set of four carriages cost £40,000 to convert. The two Eastern Region sets, which included 13385, were converted at Doncaster Works.

### A secret new life beckons

13385 was duly transformed into an 'Office Coach' and for its secret new role was painted back, windows whited out and given the Departmental number of TDE 321006. To explain the prefix, 'T' denoted Traffic department and 'DE' meant Departmental Eastern, whilst the number and range was the next one in the Departmental series. The two Eastern Region sets, including 13385/TDE 321006, were kept at Retford – in full view of every passing train. This was the third number the carriage carried, 13385 being the 1948 renumbering version. When outshopped from Doncaster in 1935, the then varnished teak carriage carried number 43632. It would be 63 years before this number adorned this cold-war survivor.

In the event of the Control Trains ever being called into action, one of the two sets retained at Retford would move to Hitchin or Letchworth.

Being parked outside and not used inevitably took its toll, especially with damp – water is the arch enemy of longevity of wooden-bodied rolling stock.

The Retford vehicles were inspected on 5 February 1968, with a view to assessing the need for remedial work, and shortly afterwards the two sets were moved to Doncaster Works for repairs



**TDE 321006, alias 43632, its original number when built in 1936, is nearest the camera in this view of the three Gresley mobile control coaches which were bought for use on the then titled Yorkshire Dales Railway at Emsay. Externally, only the obtrusive box below the warning panel deters from the visual completion. Missing is the communication cord equipment at the top of the gangway end. All three Gresleys eventually left Emsay. TDE 321001, alias 43654 was tastefully restored and lettered 'Restaurant Car' and came to the NYMR. Better known as the Ryedale coach, it is owned by Jim Kay and stored on a private site at Kirby Misperton awaiting further restoration work. TDE 321002, alias 52256, can now be found on the North Norfolk Railway, owned by the Midland & Great Northern Joint Railway Society - it is still awaiting a rebirth.**

costing £3,000. Vandalism had taken place while they had been stabled in the open at Retford and, with the desirability of covered storage, efforts were made to find a more suitable site. To that end, Doncaster Carr locomotive depot was selected in December 1968, but it was not until late 1969 that Nos TDE 321001-08 were moved from Retford as repairs to the roof of Carr Loco were found necessary. In May 1970, a second operational site for one of the former ER sets was selected: this was Hitchin, although Letchworth was also considered.

The ensuing years saw a huge change in railway operation,





**Pictured in Pickering yard on June 10, 2006, the carriage had to wait well some 15 years since arrival in 2002 before thoughts turned to converting it for wheelchair users. As arrived, the external panelling was a mixture of plywood and teak as the annotation shows. The somewhat unprofessional white lettering was later obliterated and replaced by a sign in a window, orchestrated by the LNERCA's former signwriter, Len Clarke. *Photo: Murray Brown.***

notably, the vacuum brake gave way to air brake and steam heat, with newer trains going over to electric train heating.

With the passage of years, by 1976 consideration was given to dispensing with the control trains, in view of the cost of their upkeep and their obsolescence. Similar suggestions were made in April 1977, with the need to make available more space at Carr Loco in connection with an expansion of wagon repairs there. But as the trains were Government-sponsored, the decision was not BR's alone.

### **The end is nigh**

1979 was the year the edict finally came from the government (Department of Transport) to withdraw the Mobile Control Trains. And so, including the Scottish Region, no less than 24 LNER Gresley carriages came on the market. In some ways, this was shame, because the preservation market was flooded. Inevitably, many would go for scrap.

It was this wholesale condemnation of six sets of LNER

carriages from the three Regions which precipitated the formation of the LNER Coach Association. The NYMR had several LNER carriages (Buffet 9134, Thompson CK 18477 and Thompson CL 88339) but there was no concerted plan to acquire and restore a complete LNER set of rolling stock. The author and fellow York railwayman, John Hasler, decided otherwise.

The two Doncaster-based sets, which included TDE 321006, were officially condemned on August 3, 1979 and the Eastern and former North Eastern (both Regions had merged in 1967) were put up for sale – by the author in his role in charge of rolling stock disposals at the CM&EE office, York.

TDE 321006 was one of three Control vehicles bought by City Link (West Yorkshire) Churwell, Morley, Leeds, the other two being TDE 321001 and TDE 321002. They arrived on the then titled Yorkshire Dales Railway (now retitled the Embsay & Bolton Abbey Steam Railway) on 22 February, 1980, having worked through from BR as a train with two other vehicles destined for the Railway using the re-instated connection with BR at Embsay Junction (on the Rylstone Quarry branch which, until 1968, had continued on to Grassington).

Only minor repairs were considered necessary to the coaches and work on restoration started so that they could enter service that year. It was proposed that No TDE 321001 would be used as a buffet car and the other two in their original form. Unfortunately, soon after arrival on the YDR, thieves removed some maker's plates and smashed others.



Of the 16 Eastern Region vehicles, six were scrapped, leaving ten to soldier on extant. Of the eight Scottish Region vehicles, five were scrapped, two were claimed

**The sign which adorned 43632 for many a year, the work of the late Len Clarke. It was certainly the intention when the NYMR-owned Gresley carriage arrived that it would be a joint venture involving the LNERCA. Just over 20 years later, the LNERCA is, indeed, helping to finish this most vital addition to the LNER set. *Photo: Dave Jobling.***



by the National Railway Museum (of which TTO SC13254E, originally built as 23956 was restored by, and is on loan to, the LNER Coach Association and the second (SC13294E, originally 3188), initially by the Buckinghamshire Railway Museum, Quainton Road and presently stored on the Weardale Railway. Bizarrely, all eight Scottish Control vehicles were not even given Departmental numbers, but retained their former revenue-earning numbers and red livery!)

### **A chance for restoration**

TDE 321006 was in effect sidelined for many years at Embsay. The only noticeable alteration was its adorning in LNER Tourist colours of Apple Green and Cream. In the early 2000s, the carriage was put up for sale and the buyer was the North Yorkshire Moors Railway. This was the precursor to the carriage being modified (structurally altered) to allow wheelchair access. The derelict carriage made its way on a transporter to Pickering in May 2002.

Already at this time, thoughts were turning to having a carriage for use by disabled people. Being an Open Third, this would lend itself to that cause. Two bays of seats (the coach did not have seats anyway) would be left unfitted, allowing space for a larger toilet to take wheelchair-bound passengers. At the toilet for disabled end of the carriage, double doors would be fitted, allowing wheelchair access. Although an admirable aspiration, no progress was made and it was not until well over a decade later that the next chapter regarding 43632 – its original number when built – began.

This was Andrew Scott's Yorkshire's Magnificent Journey project involving an application (some £3m) to the Heritage Lottery Fund for a

**The LNERCA volunteers did a fair amount of remedial work on the framing of TDE 321006/43632 in the early years. Dave Cullingworth is pictured in January 2008 repairing a cracked vertical pillar. Most of the tie rods which sit in a groove in the pillars to give added strength to the body were corroded and required replacing. Photo: M Brown.**



**A test run for 43632 on the Ecclesbourne Valley Railway in the company of a LMS brake vehicle. Providing the power is Class 14 'Teddybear' D9537. Photo: Nick Stringer.**

number of key components, one of which was the provision of having a carriage in each set (including the LNER rake) to cater for disabled passengers. With the aspiration that each set of carriages on the NYMR would have a carriage for such passengers, here was a LNER carriage all set to be converted.

The grant would cover the cost of rebuild – estimated at around £200K. It was, in effect, a blank canvas, having had what remained of its teak/plywood panels removed. The carriage would need a complete rebuild. The contract for its re-incarnation was awarded to LS Engineering, based at Wirksworth on the Ecclesbourne Valley Railway, and 43632 moved there by road transporter in February 2021, nearly twenty years after it had first come to the NYMR. The LNERCA provided much help and parts as well as two overhauled bogies. Like all carriage restoration projects, the planned timescale overran. Progress on 43632, the NYMR-owned Open Third that is being converted to Fuss Free Access standards as part of the NLHF-supported 'Yorkshire's Magnificent Journey' scheme slowed to a stand in early 2023 and the vehicle was returned to the NYMR from the contractor's premises at Wirksworth in July.

The contractor has not satisfactorily submitted plans for completing the works at Pickering and it seems likely that finishing works will be undertaken there under the leadership of NYMR's Carriage department. LNERCA has helpfully compiled a schedule of outstanding works and it is hoped that a work programme can be



**A close-up of 43632 at Wirksworth, Ecclesbourne Valley Railway. The newly installed double doors, to allow wheelchair access, are at the far end of the carriage. There was still much work to be undertaken - and remedied - before it could be said that this Cold War survivor was ready to take passengers once again - over six decades since it had last done so. Photo: Nick Stringer.**

finalised with the work being undertaken by NYMR staff, assisted, where possible, by contractors who have been working for LNERCA.

The NYMR is most disappointed by the contractor's performance which stands in contrast to the excellent outcome on the three BR Mk. 1 'Fuss Free Access' conversions undertaken by another Contractor. 43632 now finds itself, along with 3087, as part of the seven-long list of Gresley coaches which need work to complete the five coach basic Gresley set and its extension to form an impressive rake of Gresley coaches for regular use on the NYMR.

So, this year in its 79-year life, 43632 will have spent 26 years in revenue-earning service, 18 years in secret service and 35 years out of any kind of service! The first passenger will be the first to ride in it back in revenue-earning service for 63 years. It will be earning its keep again at last.

## Secretarial Synopsis

### **Annual General Meeting 2024**

Provisional date for this is Saturday 7th September at 11:00am in the Classroom at Pickering station, platform 2. Papers will be sent out early August.



### **Gresley TTO 23956**

The Railway Museum owned carriage was hired out during November through to Christmas for use on the Embsay & Bolton Abbey Steam Railways Polar Express trains. This was to increase capacity on the set. This was the first time that they had run their Santa trains under this franchise. It is understood to have been a great success and also welcome income for us over the winter.

Many thanks to Paddy McNulty and Georgia Grant of the Science Museum Group for allowing the carriage to be moved for use on a different railway.

The E&BASR would like to repeat the hire for next Christmas although we are likely to offer 56856 as that will be available.

### **Nick Stringer Memorial Fund**

The fund is still open and will be used to help complete the GN saloon. Uptake has been slow to date so if you can afford to contribute, please can you send your donation by bank transfer to:

Account name: LNER Coach Association  
Account Number 2241 4668  
Sort Code 30-99-50

There is also another way to donate using a credit/debit card by using the SumUp link below:

<https://pay.sumup.com/b2c/QKRP9SV4>

Alternatively, please send a cheque directly to the Treasurer, Adrian Laming, address in the 'Who's Who' section of this newsletter. Please can you mark donations up as 'Memorial Fund' so we can ring fence it accordingly. Many thanks for your support.

### **LNERCA Members' Train**

Please keep this date free in your diaries: Sat October 5th

**DAVE CULLINGWORTH, SECRETARY**



## Splendour on the Moors



GWR meets LNER: Two Great Western Railway locomotives, 'Prairie' 5199 (built 1934 by Swindon Works) and 'Pannier Tank' 7714 (built 1930 by Kerr Stuart) pass the Summit sign at Eller Beck, south of Goathland. They were powering the LNER set forming the 11.37 Grosmont-Pickering service during the Steam Gala on September 17 2017. Photo: John Hunt.



## Membership Matters

**These are the welcome donations to the end of January. Thank you all so much for your continued support and generosity:**

R Skelton, Canada; RH Towers, Harrogate; J Hunt, Woodbridge; B Ford, York; PM Benham, York; WJ&S Berridge, Grantham; K Richardson, York; J Wood, Oldham; SJ Hoather, York; B Curtis, Bishops Stortford; MH Torrance, Downham Market; MR Proctor, Newcastle Upon Tyne; M&L Richardson, Pickering; PD Lund, Chester; MP Woodcock, Bridlington; JCH Nettleton, Stockton-on-Tees; JG Gurnett, Dunstable; ECR Sykes, Whitby; P Cox, Pontefract, CH Moran, Hessle; W&T Taylor, York; C Nesbitt, Derby; NA Wilson, Brough.

**With special thanks to those who have been able to complete a Gift Aid Declaration, the vast majority of our annual members have so done and the additional income as a result is considerable. If you have joined as a member during the last FOUR years and have not made a declaration please consider doing so, a form is available on the donation page on the website or from me.**

**Peter Wilson, Membership Secretary**

### Who's Who?

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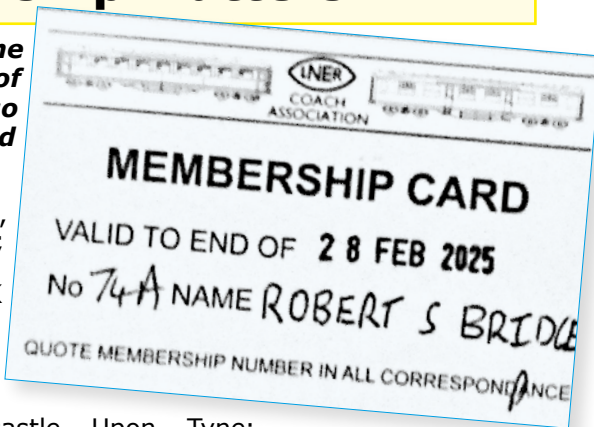
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#### Non Portfolio members

John Hasler, Jim Brettell



## The man with the accent

2023 was a sad year for the LNERCA. The Association lost chairman Nick Stringer, volunteer from Doncaster, John Boddy, and the latest to sadly advise – Malcolm Brown. He died in Newcastle hospital on November 7. He was 60.

Malcolm was one of life's characters. Hailing from Gateshead where he lived at Felling, he had the wonderful Geordie accent to prove it. This was often the source of humour when we used to ask him how his English lessons were coming on! His vocation was with the government's Department of Work and Pensions in Newcastle.

A bachelor, he doted on his two nieces but never mentioned other family, other than his nephews in all the years we knew him. In fact, it was one of his nieces, Francesca, who sadly gave us the news he was no longer with us. He went back decades as a volunteer, also being a long-standing member of NELPG.

His local heritage railway was the Tanfield Railway and he delighted in sending his colleagues the latest Youtube films from the line he supported.

With the LNER carriages, Malcolm veered towards doing the less glamorous, but vital, jobs of preparation of metalwork and wood and revelled in getting 'stuck in'. When the LNERCA had a sales stand, Malcolm was one of those who willingly helped set it up, staff it, then dismantled it during gala events.

He became, the unofficial 'Tour Guide' for visitors having a look inside the Atkins shed – he was highly knowledgeable on carriage histories and in his personal life took quite an interest in military history. He could certainly 'talk for England' and his fellow volunteers often quipped that the visitors paid him so they could exit!

Malcolm Brown certainly had opinions and was not backward in coming forward with contributions to the NYMR's Unofficial Forum. He was also a long standing donor to the NYMR DMU, and only cancelled his regular donation in annoyance in the last year or so, when the plan to scrap it was announced.

Malcolm was a part owner/shareholder of the Gresley TK coach over at Kirby Stephen (3857), recognising that this was the only way he could realistically own a 1:1 scale coach. He'd jokingly refer to it as "his coach". Despite being a Gresley fan, he regularly worked on what he used to call "the Thompson wreck" 1623, and he said that he'd funded all eight brackets needed for the luggage racks in one of the compartments. Like so many of the volunteers, he had the ultimate pleasure of being able to ride in a carriage he had worked on and restored.

He was an ardent user of public transport and travelled to and from Pickering via the coast route to Middlesbrough, then the





**Alas, no more - Our friend and colleague from the land of the best accent, Malcolm Brown, has made his last call for someone to buy him a pint of Newcastle Brown. Photo: Gary Lyne.**

Esk Valley to Grosmont and then by NYMR service to Pickering. He was a regular user of the Mk.3 Sleeping Car and always during his stay, often for a week at a time, he was instrumental in organising the barbeque for which he used to bring his home brew on which he excelled.

In the last three years, however, he surprised his colleagues by rolling up in an Audi TT Convertible two-seater sports! It was never too old to be young.

Malcolm had been suffering from bowel cancer but appeared to be holding his own, though he had a somewhat jaundiced view of the National Health service as he thought he was moved from pillar to post with no-one wanting to accept responsibility. He had been in hospital for a hernia operation and seemed fine on the phone, just wanting to get out. Thus when he died three days later, we became aware he was worse off than he had intimated.

Peter Wilson and his family, and Paul Johnson, also from Tyneside, went to his funeral on December 1, representing the LNERCA. Malcolm always had a day trip to Whitby with the Wilson clan whenever he came to volunteer.

We will also recall him for another idiosyncrasy – he always made a pot of tea rather than use an individual tea bag. This was encouraged as we all got a second cup. It will not be the same in the Atkins shed without that famed accent, but we will remember him with affection and a smile.



## Restoration progress

*By Marcus Woodcock.*

### **Gresley TTO 56856**

The frame repairs on the West side are complete including repairs of the North and South end door pillar bottoms and replacement of some rotten ply in the vestibule partitions and the usual floor board ends along with repairs to the supporting Knee irons.

Most of the teak bottom panels have had repairs done and polyester scrim applied to the backs, these are all back on the carriage

**The National Railway Museum-owned TTO 23956 under the custodianship of the LNERCA paid a visit (with the NRM's blessing) to the Embsay & Bolton Abbey Steam Railway over the Christmas period to take part in that railway's Polar Express events. 23956 is shown just after arrival at Priors Lane yard, near Bolton Abbey on November 7 after delivery from Pickering. The E&BASR has already asked if a LNERCA carriage can be hired next Christmas. The LNERCA committee is keen to look at alternative revenue-earning opportunities in the future with other heritage railways. Photo: Matthew Anderson.**



and glue blocked in position. New beading is fitted and the bare teak has had two soaker coats applied ready for full varnish next.

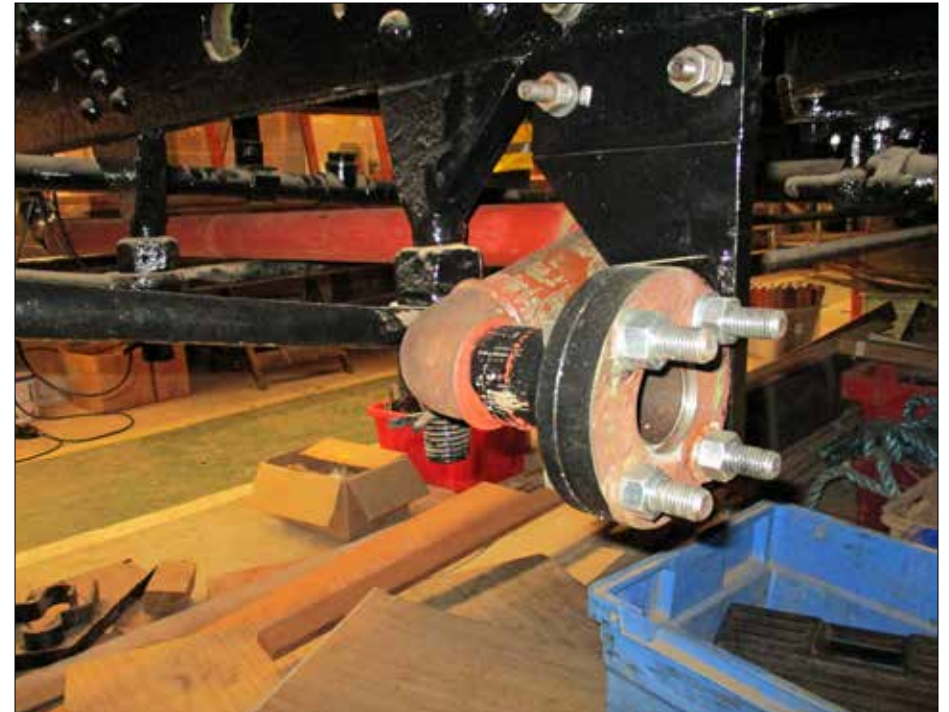
The east (rail yard side) side has now had four coats of varnish and all new lining (approximately 300 foot) done by volunteer Ian Hollis. It is now ready for transfer application and a further four varnish coats.

Inside the north end west (car park side) side plywood is replaced and screw holes filled and the south vestibule body end ply is patch repaired. All the vinyl wall coverings which were removed for ply repairs are refitted and trims replaced, repainted heater guards and seat pedestals are fitted.

Now the bad news, the upholsterers found that the vinyl for the seat backs is no longer available - this is a four way stretch material needed to form the complex curves on the seat rolls. Other types of vinyl were trialled to no avail - they just wont stretch enough, the only four way stretch material we could locate is in black not the Barley coloured Ambla Type we need. After much experimentation a rather strangely shaped piece of standard vinyl was cut and sewn together which when



**In addition to the re-upholstering of the seats in TTO 56856, some frame repairs have also been undertaken. This is a view of Mike Illingworth's handiwork. This shows part of a new piece of floorboard and the splicing-in of some plywood at the end wall. Water ingress had caused rot, necessitating renewal. On the far left is the varnished door. The metalwork which protrudes from the right hand side is the end of the steam heating pipe. Photo: Gordon Wells.**



**One of the large jobs which has been underway for some weeks on ECJS Restaurant Third 189 has been the fabrication and fitting of a brand new vacuum brake pipe. The tubing has been measured and bent to shape using the LNERCA's specialist equipment. The red oxide painted pipe can be seen weaving its way underneath the carriage. It is fitted to a a flange (with the four bolts protruding) - this is to mount a Direct Admission valve (DA valve) which has a flexible hose to the brake cylinder. Photo: Gordon Wells.**

stretched over the seat fitted perfectly. Thanks go to Eastgate Trimmers in Pickering for the time they spent engineering this solution.

### ***ECJS Restaurant Third Open 189***

The south end vestibule has had its first coats of varnish and is looking good; more coats to follow. The north end vestibule cladding is complete and ready for varnish. The vestibule/saloon partition at this end still has some original varnish and gold lining from 1894 on the panels over the door, which we would like to preserve. Nick Smith has painstakingly sanded the old peeling varnish between the gold lines and then given the panels a coat of varnish to protect them ready for further coats when the whole vestibule is varnished.





**Above: The splendour of ECJS Restaurant Third 189 is evident. The ceilings have been painted and the first of the yet to be completed replica gasoliers has been fitted. Loud speakers for the public address system are hidden in the ceiling. Photo: Marcus Woodcock.**

**Left: The east side of 56856 has now been lined out. Yet to be applied are the decals and numbers. Photo: Marcus Woodcock.**

Work has started on completing the saloon walls, with fitting of top lights and main lights and all their supporting varnished mouldings.

#### **Great Northern Saloon 3087**

It is planned to start progressing this coach again as funds allow. Investigations have started into the leaking water tank over the kitchen after a trial filling revealed a previously unknown shower over the kitchen door, the roof filler pipes were disconnected and the tank filler casting removed with some difficulty. The next job is the removal of the ceiling and most of the kitchen wall cladding to allow access to the tank supporting brackets - oh joy!

A safety audit of the Atkins building last October revealed that the flue on the diesel space heater was incorrect and the heater could not be used. As the glues and varnish that we use need a minimum temperature of 10 degrees to cure, four infra red electric heaters were purchased so that we could continue work. Unfortunately the combined 10KW power draw of the heaters revealed that the cable to the Atkins building was faulty and damaged the cable (a household stove draws 10KW) so currently



work is stopped due to a lack of heat. A modified flue design for the heater has been agreed and the LNERCA is funding its fitting and provision of a Carbon Monoxide alarm.

It was planned that 56856 would leave the Atkins mid February and be replaced by 43567 to receive repairs to a door pillar and a patch of rot in the brake van floor, plus some emergency coats of varnish on the peeling window frames before the start of the running season.

It could be that neither of these coaches will be ready for the start of the season at the end of March, negotiations for a solution are ongoing!

**The final lower teak panels go back onto the west (car park side) of TTO 56856. This was following frame repairs. The panels are held in place on the body of the carriage by means of triangular shaped glue blocks, one face being glued to the frame, the other to the inside of the teak panel. The vertical batons hold the panel tightly in place until the glue is cured.**  
*Photo: Murray Brown.*



**In addition to the frame repairs to TTO 56856, built in 1938, the opportunity was taken to have the seats re-upholstered. The carriage had been in service for 15 years and the bucket seats were becoming somewhat tatty. The picture shows 56856 all ready to have its seats re-installed. These have been away at a local Pickering firm. Photograph: Murray Brown.**

**Down the road four miles away at Unit 10, the LNERCA's workshop, at Kirby Misperton, just off the A169 Pickering-Malton main road, former York Works coach builder, Jim Chittock, has been restoring all 16 tables from TTO 56856. This has involved carefully removing all the vinyl, and putting right any wood defects, followed by painting the edges in Peeping Tom Brown. Photo: Murray Brown.**





# 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.**