



Newsletter No. 137

Spring 2024



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View from the Chairman



It came as a revelation during the Open Panel meeting on February 28 to learn that the LNER carriages would not be used this year. Reason? The NYMR was unable to allocate the funds to renew the worn tyres on Gresley BTO 43567 and Thompson TK 1623. Furthermore, it later came to light that there was nothing in the budget to pay the LNERCA its annual fee (paid monthly) to maintain the bodies of the five LNER carriages for the 'internal' service (Pickering-Grosmont). It was all part of the drastic cut-back by the plc management to save costs in view of the prevailing losses.

A meeting with the NYMR management was convened on March 27 attended by the LNERCA's finance team – Dave Cullingworth, myself, Adrian Laming, Neil Cawthorne and Bill Monks. It was amicable and positive. In fact, from the word 'go' the LNERCA has set out to be positive and constructive and wants to help the NYMR through its difficult period.

It was pointed out at the meeting that a legal framework was in place which identifies the responsibilities of both parties.

It was heartening to hear that the NYMR management values the LNER train and, after a discussion, Laura Strangeway, acting NYMR CEO, agreed that it will resume the paying of the annual fee as per the agreement.

I felt that as this decision not to run the LNER carriages (this depends on the Brake 43567) and the subsequent development to continue paying the LNERCA was so important, that all members should be notified – hence the special notice which was sent out by email and post where necessary.

Carriage restoration continues

The resumption of payments has lifted a huge concern because, without these, restoration work would come to a stop, let alone being able to plan ahead. I would like to give credit to my colleagues in the finance team for all the time they have spent debating our way ahead.

The NYMR intimated they would like to change the way the LNER carriages are run. In the future, they see the carriages as

FRONT COVER by Rodney Towers. The LNERCA members' special on October 6 2018 sees Q6 63395 and the LNER carriages in Northdale.

REAR COVER by John Hunt. LNER magnificence - Apple Green and varnished teak. V2 4771 Green Arrow leaves Levisham on March 14 2008. The V2 ended its current working life at this period.



Regrettably, this sight will not be seen this year. Budget constraints and lack of funds means the LNER set will not be in use this season. On 26 September 2023, TTO 23956, RB 641 and BTO 43567 head downhill past Darnholme behind visiting Standard 4MT 75069. Photo: Rodney Towers.

part of an up-market product, particularly involving our specialist catering vehicles, namely NER TO 945, ECJS RTO 189 and GNR observation saloon 3087. They are also looking at a different sort of Agreement to the one in place which is now in its fourth year out of a ten-year period.

We await what they have in mind. A mileage-based agreement was mooted, but one wonders how this would be administered? As trustees, we have to ensure the Aims of the charity are met and that the best interests of the LNERCA are served.

This leaves the matter of the replacement tyres. Paul Middleton, the NYMR Director of Mechanical Engineering, has stated the cost is £33k per carriage. £66k is a huge figure to find from the Capital expenditure (Capex) budget. However, we do have a way of helping the NYMR in its predicament and one which we will be putting to the management. As you will glean, from the start of this matter, the LNERCA committee is committed to positively helping the NYMR and to see what we can do to assist.

Onwards and upwards

Despite tribulations this year and last, we are still progressing four carriages - TTO 56856 and ECJS RTO 189 (Atkins shed, Pickering), GNR Observation Saloon 3087 (Unit 10, Kirby Misperton), and not forgetting Thompson CL 88339 at Rampart Engineering, Barrow Hill There's comprehensive coverage in Marcus Woodcock's excellent and eagerly read 'Preservation Progress' in this issue.

Murray Brown, May 2024

This Really is a Big Deal

So often in the railway preservation scene, the non passenger carrying coaching stock (NPCCS) is taken for granted, and rarely, if ever is elevated to the top of the queue for restoration. Murray Brown charts the life and times of a LNER design survivor which clings onto life.

They were everywhere you looked. On each rail journey, these vehicles could be seen in sidings and bay platforms or in the midst of consists rumbling past, dirty and unloved. Fast forward 50 years and they are well and truly history – and extremely rare. They are the omnipresent gangwayed full brake, the BG (Brake Guard).

In both the Gresley working spans (1905-1941) and Thompson (1941-1948), large quantities of BGs were built, indicative of an era when there was a huge amount of parcels and general merchandise transported by rail. It is the post-war vehicles, designed by Edward Thompson which form the basis of this story.

In the LNERCA fleet is the unique BG E110. This was built in 1948 and came into the ownership of the Association in 1984. It has served us well, being a stores vehicle, and many years ago a start was made in repainting it, one section from the end to a guard's door being undertaken. Thompson carriages are all too rare and this BG being the last of its type deserves further restoration.

However, there is another unique Thompson BG. Just a minute, there cannot be two unique Thompson-designed BGs as this contravenes the definition of unique!

Tucked away in rural Norfolk languishes another gem. Like so many non-passenger vehicles, it rarely gets a mention and it's true to say is unloved. The good news is that its owner, commendably, does keep it under cover, at least for now

E70621E was one of Thompson's earliest vehicles, emerging in 1945. It was built at York to Diagram 327. But what makes it so special is that it is the lone survivor of a Deal-boarded BG, a construction technique which the LNER favoured.

Post war, there was a need for increasing numbers of non-passenger carrying vehicles and with the shortage of steel and teak, Thompson and his team opted for the use of Deal planking, a softwood from Scots Pine. Because the planking was on the outside, the end result was surprisingly pleasing on the eye, being uncluttered, although utilitarian. Such BGs, besides the single guard's door, had three double-doors each side, also with horizontal planking, but, oddly, the door planking did not align with that of the main body. A total of 53 was built



On withdrawal from revenue-earning service, 70621 became unique. Awaiting its fate - scrapping or preservation, here it is having ended its 33-year existence on the national system next to Queen Street, the lines formerly leading through the city wall into York's original station. Two of these 33 years were under the LNER regime. *Photo: Nigel Scarlett.*

at York Works, Nos. 70584 – 70636 in 1945/6.

After a remarkable 33 years working life, 70621 was finally condemned at Clifton carriage sidings, York, on December 3, 1977. It was the last of its type to be withdrawn. Of course, both Gresley and Thompson carriages survived beyond 1977 but in Departmental service from which many were rescued for preservation.

70621 went out to tender in 1978 and the successful bidder was officially shown as the North Norfolk Railway. In reality, it was the associated group, the Midland & Great Northern Joint Railway Society (MGNJRS). Once in Norfolk, 70621 was painted brown reminiscent of its post-war livery and its *raison d'être* was to be an exhibition coach. Like so many preservation groups, its top priority was to restore to operational order passenger-carrying vehicles – a job which, as we know only too well, is never completed. This is why non-passenger carrying coaching stock (NPCCS) invariably takes a back seat and, in many cases, deteriorates to the state of being beyond economical repair. Remember the LNERCA's 6-wheeled BZ vehicle 70687?

In 2004 there emerged a suggestion for 70621 to be converted into a LNER Pathé cinema coach. This novel and in some ways commendable idea harked back to the 1930s when Gresley BG 4040 was converted into a cinema coach (in 1935) followed by 4041 a year later. 4040 seated 48 passengers in pairs of seats, separated by a central gangway. 4040 operated on King's Cross-Leeds services, whilst 4041 was in the consist of the Leeds-Glasgow as far as Edinburgh. This cinema coach had 52 seats with blue Rexine on the wall sides. A supplement was charged. This innovative amenity for passengers was highly successful and thousands partook of its attraction and novelty. This was another example of how the LNER was such a pioneering railway company.

The proposed conversion 70621 to a cinema coach was not to be – the M&GNJRS had more than enough on its plate, bearing in mind that besides its superb collection of rolling stock, it also owns the magnificent 4-6-0 B12 61572. Perhaps this was the right decision because the original cinema carriages were of Gresley parentage and this Thompson variant, had it been converted, would not have seemed or looked right.

The years rolled by and 70621 at least found itself under cover at the M&GNJRS' carriage shed at Holt, just down the line from Holt station. It has been used as a source of spares, somewhat understandably, the main items removed being the Pullman gangways. It has also yielded two of its wheelsets for use under another of the society's fleet.

This is what 70621 would have appeared when built in 1945 - in LNER Brown. What a shame the roof was not completed - in grey. It is to be hoped that this survivor has a good future, after having survived 46 years in private ownership, 11 more years than when owned by LNER and BR. *Photo: Nigel Scarlett.*





A later view of 70621 in its preservation status on the North Norfolk Railway. Because it never entered Departmental status, it remained intact. Many former LNER designed carriages had the gangway ends removed - it has never been documented why this practice was so widespread. Photo: Nigel Scarlett.

In 2023, the M&GNJRS managed to purchase two Gresley vehicles which had been based on the Epping & Ongar Railway, Restaurant Buffet 9118 and Brake Third Open 43556. The decision was taken to dismantle the RB for spares as it was in deplorable condition. The Brake which, incidentally, had been stored on the NYMR from 2003-2014, would be restored.

However the North Norfolk Railway had instigated a 'one in, one out' policy, so the M&GNJRS had to evaluate which of its vehicles could be dispensed with to make room for the newly acquired BTO. 70621 was reluctantly chosen, which meant that by August 2023, it was put on the market.

The LNERCA has four Thompsons on its books, the largest in the UK, and one can understand the viewpoint that 70621 deserved to be part of the LNERCA's fleet. It's a question of heart ruling head. We have some eight carriages awaiting restoration – and the LNERCA has therefore enough on its plate. Of course, if there was a private buyer who fancies taking it on, but the NYMR would not entertain it. Unrestored LNER carriages take up siding space. Does any reader relish owning a one-off unique LNER carriage which is so distinctive and represented a fascinating era and building technique of the LNER?

STATUS AND LOCATION OF LNERCA FLEET AND ASSOCIATED VEHICLES

Carriage	Type	Seats	Owner	Current location	LNERCA Work Required
TEAK SET (NYMR)					
56856	TTO	64	LNERCA /GOG	NYMR - Atkins shed,	Refit reupholstered seats, complete interior, fit luggage racks (?)
23956	TTO	64	NRM	NYMR - Carriage stable	n/a
641	RB	24	LNERCA / Denston Est	NYMR - Carriage stable	Bottle racks, fit Stills boiler, new underside wiring
1623	TK	42	LNERCA	NYMR - Carriage stable	n/a
43567	BTO	32	LNERCA	NYMR - Carriage stable	Varnish remediation, door pillar, floor repair
ADDITIONAL POTENTIAL 'CATERING' TEAKS (NYMR)					
3087	Saloon	30	LNERCA	Unit 10	Roof tank leaks, exterior beading,
945	NER TO	42	LNERCA	NYMR - Carriage stable	Steam heat, underfloor wiring, overhaul brake cylinders, overhaul Pullman gangways
189	ECJS RTO	33	LNERCA	NYMR - Atkins shed	Fit gangways, finish interior, make tables, source seats, overhaul Fox bogies
PARTIALLY RESTORED - SPARE FOR TEAK SET NYMR					
24109	TTO	64	LNERCA	NYMR - Levisham	Stored - ideal NYMR use vehicle
18477	CK	36	LNERCA	NYMR - Levisham	Stored - ideal NYMR use vehicle
STORED ON NYMR					
110	BG	0	LNERCA	NYMR - Levisham	Used for LNERCA Storage
3291	TK	42	LNERCA/GOG	NYMR - Grosmont	Stored
1077	BCK	18	LNERCA	NYMR - Grosmont	Stored
1299	SLT	36	R Houlton	NYMR - Grosmont	Stored
STORAGE VEHICLES LOCATED ON NYMR					
75159	Fish Van	0	LNERCA	NYMR - Pickering yard	Reassembly
1308	CCT	0	LNERCA	NYMR - Beck siding	Stores vehicle for LNERCA
42969	RF	0	LNERCA	NYMR - Beck siding	Stores vehicle for NYMR
NOT LOCATED ON THE NYMR					
23896	TK	64	LNERCA	Unit 10	Partially restored at Unit 10 (built as 64 seat with no armrests)
2118	FO	36	LNERCA	Unit 10	Needs major rebuild with practically new body - £250K project at least
88339	CL	44	LNERCA	Rampart - Barrow Hill	Partially overhauled at Rampart
1111	LC	32	LNERCA	SRC - Kirkby Stephen East	Stainmore Railway Company to start work 24/25
3669	BTK	24	M Woodcock/ Stringer est	SRC - Kirkby Stephen East	On a gentleman's agreement with SRC. Used on running days
3857	TK	48	LNERCA	SRC - Kirkby Stephen East	Stored - partially restored
E1706	Buffet	8	Thompson Heritage Buffet Asc'n	E&BASR - Embস্য	Occasional use, we are paid £150 per day for usage. All maint done by E&BASR.
377	ECJS TK	48	LNERCA	E&BASR - Embস্য	Stored undercover with E1706 as part of 20-year agreement.
23890	RF	24	Jim Kay	KM paddock	Stored
43654	Buffet	18	Jim Kay	KM paddock	Stored

NYMR Work Req'd	Cost	Completion Date	Comments
FTR		Jun-24	Won't run this year - available for Polar Express hire if required
Bearings/ Springs			Won't run this year
Springs			Won't run this year- LNERCA work low priority and cannot be funded this year
Tyres			Won't run this year
Tyres			Won't run this year
TBC	£35,000	May-25	Contract NYMR to rebush brake gear (if req)?
Lift for bogie swap	£15,000	Jan-26	Could it go into main shed for a long weekend on stands to do work underneath? Stainmore want for S&DR event in Aug 25. Could overhaul gangways for us and finish bits on the interior? Offered to do lining for us
Lift, gangways to fit	£75,000	2027	Look for sponsorship for seats.
			Full survey required - not touched in around 15 years New frame on 1 side
			Could be used as Service Car on Historic Diner
			ex NYMR York Area Group P-Way mess carriage ex Pickering volunteer mess carriage
			Partially restored Stores (Beck Siding) Upholstery Store (Beck siding)
n/a	TBC		No budget to progress at present
n/a	£250,000		Needs grant application putting together - include apprenticeship training scheme
n/a	£42,000		Rampart has been asked to start next phase
SRC restoration	0		Will be funded by SRC
n/a	0		Available
n/a	TBC		Not part of SRC plans but will store until we move it
n/a	0		Available
n/a	TBC		
n/a	Privately financed		Partially rebuilt, not touched for years - spare kitchen car for Pullman set or Historic Diner?
n/a	Privately financed		'Ryedale' Saloon - needs major overhaul

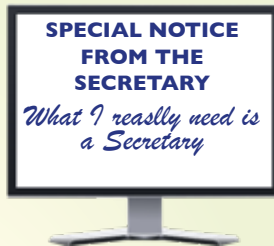
Secretarial Synopsis

Annual General Meeting 2024

Confirmed 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.

This year five Trustees are at the end of their three-year terms: Adrian Laming, Paul Johnson, Peter Wilson, Murray Brown and Russ Whitwam.

As we have got out of kilter with Trustee rotation, really only four should be up for re-election each year. To rectify this one of the five Trustees above will initially stand for a one-year term.



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

You can also donate using a credit/debit card to this Sumup link:

<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.

Teak Set in 2024

As outlined in the chairman's column, the LNER carriages will not be running this season. However, Gresley BTK 3669 will be running at the Stainmore Railway Company (Kirkby Stephen East) this year and we expect that the Thompson Buffet Lounge car E1706 will run on odd occasions at Embsay. It usually stars on their Beer Festival weekend, usually in August. Details will be announced when we get confirmation.

Thompson CL 88339

The Trustees have agreed for Ramparts to restart on the next phases of overhaul at Barrow Hill. This will include fitting the steel panels to the ends, further work on the bogies, including replacing the spring hangers and fitting liners in the horn guides (to stop excessive play). They will also reglaze the carriage with safety glass, replacing the original plate glass and fit all the steam heat.

Dave Cullingworth, Secretary.



Restoration progress

By Marcus Woodcock.

Gresley TTO 56856

We are still waiting for the seats to return from the upholsterers – it appears to be true that ‘tomorrow’ never comes! Otherwise ‘56’ is complete, the seats will need bolting into position when they do eventually return and the tables overhauled by Jim Chittock are ready for re-fitting.

Outside the body is fully lined, lettered and varnished, grab handles and reconditioned bump stops are refitted and overhauled door locks ready for final fitting. New wooden ‘horses’ for the buffer saddles to sit on have been made and fitted.

The NYMR decision not to run the teak train this year means that ‘56’ will now sit in the carriage barn all summer reaping the benefits of a roof over its roof!

ECJS RTO 189

With work on 56856 drawing to a close, more volunteer hours are being given to 189 and work has speeded up considerably. With the exception of the gasoliers, the ceilings are complete down to cant rail height, the next job is fitting the trim which covers



Top Right: What a job to get out - and put back - this buffer spring. It needed a compressor, seen here doing its job prior to the spring being refitted. Photo: Marcus Woodcock.

Bottom Right: “Madam, You rang?” “Yes, thank you, another bottle of 1969 Bollinger, please”. The first working example of a passenger call button has been installed. Photo: Gordon Wells.





the gap between the ceiling and the teak wall panel mouldings which needs carefully cutting out to fit over the blind covers. The walls are alternate mirrors and Maple veneer panels with a surrounding

Below Left: Removing the blemishes, known as de-nibbing, is taking place on TTO 56856. Pictured in action - Gary Robinson, Paul Clayton and, nearest the camera, Stuart Hiscock, one of the LNERCA's longest serving volunteers. Photo: Marcus Woodcock.

Below Right: Sartorial elegance personified! Inside ECJS 189, the numerous mouldings are being prepared - sanding and varnishing prior to fitting. Chris Parr is another regular volunteer who gives so much of his time to the cause. Photo: Marcus Woodcock.



Left: One of the many jobs being progressed on ECJS 189 is that of installing the passenger communication gear. Here are the assembled external components which are fitted to the end of the roof. The brown 'butterfly' can be seen on the far left. This is an indicator to the guard as the 'butterfly' rotates and its position tells the guard in which carriage the system has been activated. *Photo: Marcus Woodcock.*

teak moulding which by the time you read this will be complete and ready for varnish. Then comes the mammoth task of covering the saloon walls and both end vestibules top to bottom with several coats of varnish rubbed down between each coat.

The passenger communication alarm is progressing nicely. 189 was built with an external cord which ran along the coach cant rails and rang a bell in the engine cab. This was replaced with the later style chain running through a tube inside the coach, operating a valve on the body end which allows air into the vacuum pipe to apply the train brakes. We have no photographs or drawings of the linkage on the body end so have had to design a system from scratch more complicated than the Gresley design due to the need to fit the clerestory profile. This is taking shape in the capable hands of Gordon Wells using mostly standard LNER components with a bespoke linkage over the gangway and reset gear in the vestibule.



LNER components with a bespoke linkage over the gangway and reset gear in the vestibule.

The LNERCA is keen to raise restoration standards and it was decided that since 189's new Gresley underframe

In Unit 10 at Kirby Misperton, all the previous varnish is being scraped from Observation Saloon 3087, the body then sanded prior to a full new application of varnish. Nick Swift is pictured at work on April 7. *Photo: Murray Brown.*

is approaching 100 years old we should remove and inspect the buffer springs, one of which was not sitting square on the back of the headstock. The two buffers on each headstock are designed to take the weight of a hundred ton engine squeezing them up, so the springs are no lightweights and require a heavy spring compressor to remove them. Our friends at the Severn Valley Railway had such an animal and kindly agreed to lend it to us, here the fun started! Discussions with the SVR chaps revealed that probably the last time this item was used in anger was around 1975 and no one could remember exactly how it was used, other than that it could remove a spring whilst the coach bogies were in-situ. After much lifting, shoving, colourful language and heated discussion between the participants in this game the offending item nearly came out but not quite. As we needed a tool of our own a modified Mark 2 version was made which enabled the removal of the spring and its cast housings. After de-rusting and painting the spring and its two securing castings the compressed assembly proved equally as difficult to refit having to be carefully juggled around the bogie frame and underframe cross-members. The team is contemplating the delights of servicing the remaining three springs with trepidation,

Below: At Barrow Hill, Staveley, the Thompson Composite Lavatory (CL) 88339 is coming along nicely, thanks to Paul Ramsden and his team of Rampart Engineering. Here is a glimpse of the new panelling on the side, held on with hundreds of stainless steel screws, each one countersunk, filled, sanded and then primed in undercoat! The ends of the carriage are now to be repanelled. Photo: Murray Brown.

willing volunteers are welcome!

GNR Observation Saloon 3087

Work is slowly progressing on this coach. Jim Chittock has removed all the doors and is steadily repairing them ready for refitting. Several split panels have been removed and repaired and the backs reinforced with polyester mesh before refitting on new glue blocks, corroded knee irons have been overhauled and refitted.

Volunteers have stripped the body of failed varnish and sanded down the panels ready for a full revarnish job, and Mike Illingworth has completed several body frame repairs.



Membership Matters

These are the welcome donations to the end of March. Thank you all so much for your continued support:

M Allatt, London; A Anderson, Peterborough; G Nodes, Sutton on the Forest; A Barton, Burton on Trent; A Beckett, Bristol; D Bent, Nottingham; J Bradsell; M Warr, New Milton; M Chapple, Darlington; J Carr, Bromley; Dr R Pearce, Yarm; Dr Thompson, Hull; G Cassidy, Stockport; R Buckthorne-Cooper, Chelmsford; R Burns, Falkirk; J Bursall, Ripon; D Chambers, Pontefract; P Clayton, Pickering; R Cockton, London; M Coleman, Crediton; S Cox, Rawdon; J Croft, Hayle; K Foster, Scarborough; K Glaggett; M Grassam; J Gurnet, Dunstable; C Hall, Royston; N Hayward, Helmsdale; R Hill, Oakham; G Hodgson, Royston; M Holland, Boston; P Howell, Edinburgh; S Jenkinson, Wichenford; P Jewson, Leeds; C Johnson, London; J Kay, Pickering; D Lowther, Harrogate; C MacLennan, Haywards Heath; A Marsden, Darlington; J Maxim, Ipswich; D McQueen, Litchfield; A Middleditch, Hitchin; M Papworth, Bradford; D Dawson; J Pearce, Bradford-on-Avon; G Robinson, Leeds; W Robinson; D Roethenbaugh, Pickering; M Sanderson, Barnsley; R Skelton, Canada; A Snowdon, Redhill; H Snowdon; R Spoons, Buckingham; D Sunderland, Newcastle; R Thompson, Chesterfield; B Thornhill, Loughborough; R Towers, Harrogate; A Turner, Kidderminster; T Whitbread, and D Wood, Guisborough.



Peter Wilson, Membership Secretary

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