

AUTOCAR

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The Newsletter of the
1903 North Eastern Railway
Electric Autocar Trust

The North Eastern Railway 1903 Electric Autocar Trust

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Please send all correspondence to the secretary, address as above.
- Front Cover:** 3170's first public appearance, at Pickering during the
NYMR's gala in June 2004 celebrating 150 years of the
North Eastern Railway, in company with the Middleton
Railway's *Matthew Murray* 0-6-0ST also of 1903.
- Photo: Stephen Middleton

Thank you.

Stephen Middleton

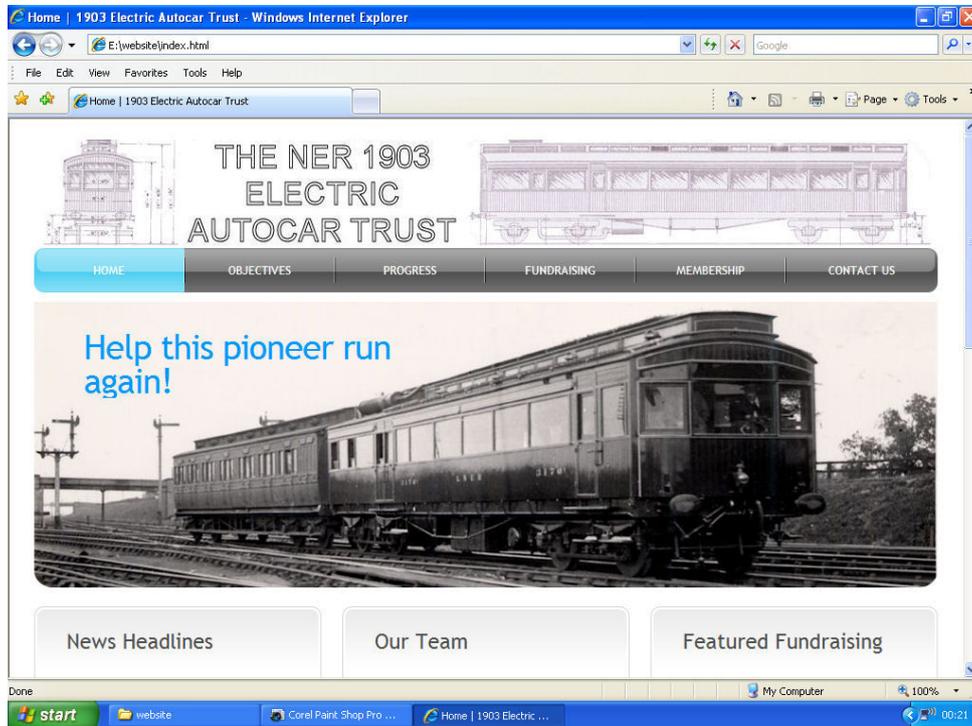
Following on from the 'fundraising issue' we are delighted to announce that the Ken Hoole Trust has offered us a grant of £5000 for the remedial woodwork on the autocar. This will unite the two halves, repair the front end and restore the rear end to original. We cannot do this work until authorised by the HLF following a successful second round application. The shop is also doing well, averaging around £80 per day open and contributing around £450 to our funds. This highlights the fact that we need volunteers to run the shop and stock to sell ... more in this issue.

We benefited from several donations arising from the press coverage.

We have made an interim report to the HLF outlining progress. Beamish has been a wonderful 'big brother,' helping us evolve the all important education and interpretational aspects of our project. It has highlighted the fact that we need a project manager with previous experience (not necessarily railway or heritage related.) If you or someone you know may be interested, do please get in touch.

Now that the website has been brought in to the 21st century (thank you Rob Shaw) we are in a position to promote the incentives to give and Simon Gott, our active and enthusiastic PR man is sending press releases to railway heritage magazines. In the meantime, if you think one of our incentives would be a good Christmas present or have a friend who may like to donate and be a 'Puffing Billy Driver' or a railway director for the day, please spread the word.

A big thank you for all your support.

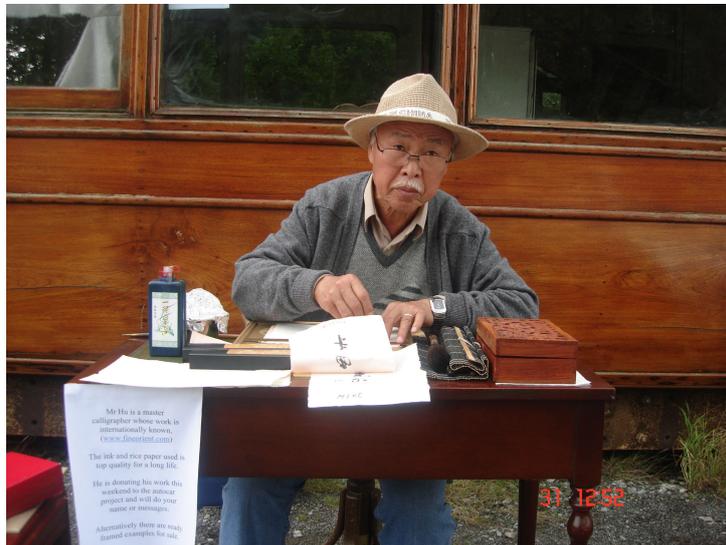


Website improves

One of the first things we did when we established the trust was set up a simple web site. Now although we can handle a spanner, plane and screwdriver our abilities with a keyboard and mouse are limited. The web site became neglected and it did little in the way of promoting our efforts and spreading the word. Press releases should highlight the web address to give further details but there was little point doing this when it was so out of date. Professional web designer (and Embsay driver) Rob Shaw donated his time and has done a splendid job. See his work at www.electrcautocar.co.uk You will be able to study the history of the autocar and see a good selection of photos. The new home page is reproduced above.

Our 'Shop' makes a real contribution.

We have opened our shop for six days (some of them short days) and taken around £450. Thanks go to Simon Gott, Qiuying Ren and her uncle, Mr Hu for manning it. Mr Hu was present as a calligrapher. Normally resident in Beijing he was here on holiday for two months and became very interested in the project. He sold over £40 worth of children's names in Chinese characters over two days of the August Thomas event. Other good sellers are model railways, books and chairs (surplus from Stately Trains directors' saloons).



We expect to open again over Emsay's 'Gala of Steam' late September and, if the weather is bearable, for the Santa weekends. E&BASR provided a super banner that hangs across the new signal box in the car park so the shop is more evident to visitors. We find that taking a table outside the shop to display the wares encourages far more sales than if people have to enter the coach to see what we have. Once the ice is broken and we get talking, we can explain what we are doing then buyers go inside and browse.

This shop can open any running day. Indeed, having it closed means we are losing money so if you are able to man it for a day or so, please call Stephen Middleton on 01423 561965.



Autocar No 3171

Notes by Marcus Woodcock

A posed photograph of No 3171 at an unknown location which I had hoped to include in the last issue with my article about bogies and brakes, however lack of space prevented this. Thanks to Mike Grocock for writing in and pointing out an error which I omitted to draw to the attention of the readers. The drawing shows the spoked wheels under the non-powered end of the autocar, however the photograph clearly shows the spoked wheels under the engine compartment. The NER appears to have issued a couple of drawings to the press in Jan and April 1904 and both of these have inaccuracies compared to the finished autocars. He also rightly points out that the NER never used Mansell wheels preferring Kitson disc wheels, as used on the trailing bogie here.

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Thanks also to Roy Lingham and D Thomas who are both of the opinion that the electric track brakes must have been supplementary to a Westinghouse air brake system, the former pointing out that braking systems must be “fail safe” and as the electric track brakes would have required some form of overload protection this would not be the case, and the latter that because the brakes were energised by the motors, the braking force would drop to zero as the speed dropped. Close inspection of the photograph shows quite a lot of conventional brake rigging in evidence adding weight to their argument.

Notice the clean lines of the clerestory roof on the original railcars, when rebuilt 3170 developed radiator elements over its entire roof surface to cool the larger engine, also a larger exhaust silencer was fitted on to the steel roof above the engine compartment. The pipe to the original chassis mounted silencer is seen here on the bogie.

Photo courtesy of the Ken Hoole study centre.

3170 - Looking smarter

Thank you to Trustee Ian Douglas who took the time in summer to repaint the ‘visible’ side in NER red and cream livery. Although we are not meant to start work on the project until we have a decision from the lottery, there is a lot of cosmetic or conservation work we can do. Ian’s work gives a more presentable image to visitors and, being right opposite our shop, can encourage sales and memberships. We have also moved the photo display to a more prominent position within Bolton Abbey station hall.

Anyone fancy a working party to tidy up interior fittings, scrape paint etc.? Maybe we could discuss this at the AGM.



Trustee Ian Douglas hard at work repainting the Autocar.

Photo: Simon Gott

Notice of Annual General Meeting

The Fifth Annual General Meeting of the NER 1903 Electric Autocar Trust will be held at 1pm in a directors saloon at Embsay station on Saturday the 24th October 2009.

All members are cordially invited to attend, come and meet the team and why not have a ride on the train to visit our new shop in the car park at Bolton Abbey Station later?

Latest News

If all goes well by the time you read this newsletter, our “new” autococh NER No 3453 will have moved from Levisham on the NYMR to Bolton Abbey on the E&BASR. The NER Coach Association have kindly donated 3453 to our project. With both coaches at the same location it will be easier for prospective contractors to visit and quote. Both our coaches are in desperate need of a pair of sheets to keep the Yorkshire weather out this winter if any reader would like to sponsor a pair of sheets please contact the secretary.

A warm welcome to the following new members;

Mr T Hughes of Hinckley,
Mr & Mrs F Dodworth of Eggborough,
Mr A Embling of Levisham,
Mr L Clarke of Holmes Chapel,
Mr G Elsworth of Barnsley,
Mr M Parkinson of Keighley,
Mr J Nolton of Dalgety Bay, Fife.

Membership now stands at 51.

The Embsay and Bolton Abbey Steam Railway

Simon Gott

To some members of the Trust, this heritage line will need no introduction. To others, it may only be a name on a map and a reference in these newsletters. If you have not visited the line, I hope that this will give you an introduction to the line and inspire you to visit it. The railway has been supportive of our plans to restore the autocar and is a partner in the project.

The line is home to Stately Trains, Stephen Middleton's vintage carriages and is the base for the autocar restoration. It is in the southern Yorkshire Dales, near Skipton, and runs for nearly five miles through the Dales scenery. The line used to be a secondary route for the Midland Railway and the Skipton – Ilkley section was completed in 1888. There was one branch-line, to Grassington, with an intermediate station at Rylstone, the village of Calendar Girls fame. The Skipton – Ilkley line was recommended for closure in the Beeching Report, but a group of enthusiasts managed to save Embsay Station and around a mile of track and then rebuilt the line eastwards to Bolton Abbey, re-opening Bolton Abbey Station in 1997.



Bolton Abbey station.

Photo Simon Gott

Embsay, at the west end of the line, is the principal engineering centre for the line, with a shed complex and assorted sidings for stock. Bolton Abbey, at the east end of the line, is the line's flagship station, with a timber station building built in traditional Midland style. The autocar is currently stored there and its fundraiser is in the car park, in the Prince of Wales saloon, one of Stephen's vintage coaches. The station is around 20-30 minutes walk from the ruins of Bolton Abbey itself. At peak times, there is a connecting bus service, otherwise it's back to Shanks' Mare. (The path is surfaced and reasonably level).

The line passes through some attractive scenery, and on fine days the views can be spectacular. There are many walks around the local area and we don't charge railway users for parking in our car parks... I have been a volunteer on the line for 14 years and have been taking photographs for most of that time, in between other tasks, such as selling tickets, working in the shop and with the Carriage and Wagon Department. (Many of our working members volunteer for more than one role). We market the railway as Yorkshire's 'friendly line' and most of our special events are based around children and families.

If you have access to the Internet, the railway's web site is www.embsayboltonabbeyrailway.org.uk. Directions are given in the 'Location' section and station plans in the 'Facilities' section. Information can also be had by ringing 01756 710 614 between 10 and 3 and requesting a timetable and Railway Link leaflet.

Back Cover:

LNER D49 No 246 "Morayshire" visited the EBASR in 2008 shown here near Stoneacre loop with a Stately Train in tow, consisting of six wheelers, GER saloon No 14 of 1889, GNSR lavatory composite No 34 of 1896, GER family saloon No 37 of 1897 and last but definitely not least L&Y directors saloon No 1 of 1906.

Photo: Simon Gott

