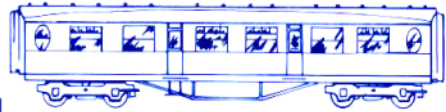


COACH
ASSOCIATION



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY



Newsletter No. 110

August 2017



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LNERCA Rolling Stock Collection

LNERCA VEHICLES

NER Luggage Composite 1111
ECJS RTO 189
NER RFO 2118
Gresley BCK 10178
Gresley RF 42969
Gresley TK 23890.
Gresley TK 23896.
Gresley BTO 43567.
Thompson BG E110E.
Thompson TK E1623E.
Thompson CK E18477E.
Fish van E75169
Covered Carriage Truck E1308E

Built York 1890
Built Doncaster 1894 to Diagram 25
Built York, 1922 to Diagram 204
Built York, 1924 to Diagram 34
Built Doncaster, 1929, to diagram 10C
Built B.R.C. & W., 1935, to diagram 115.
Built B.R.C. & W., 1935, to Diagram 115.
Built York, 1935, to Diagram 191.
Built York, 1948, to Diagram 344.
Built York, 1950, to Diagram 329.
Built York, 1950, to Diagram 328.
Built Faverdale, 1949, to Diagram 214
Built York, 1950, to Diagram Y006.

Status

stores vehicle
under restoration
in store, unrestored
in store, unrestored
upholstery workshop
in store, partly rebuilt
in store, partly restored
in traffic
In store, partly restored
in traffic
under restoration
under restoration
stores vehicle

ASSOCIATED VEHICLES

NER RTO 945
Gresley Invalid saloon 43087.
Gresley TK 3291.
Gresley SLT 1299.
Gresley BTK 3669.
Gresley TTO 43632
Gresley TTO 43654
Gresley TTO 56856
Gresley TTO 24109.
Gresley TK 3857.
Gresley RB 641.
Thompson CL 88339.

Built York 1924 to NER Dia 155
Built Doncaster, 1909, to GNR Diagram 10.
Built by Metro-Cammell, 1930, to Diagram 115.
Built York, 1930, to Diagram 109.
Built B.R.C. & W., 1930, to Diagram 114.
Built York, 1935, to Diagram 186.
Built York, 1935, to Diagram 186.
Built York, 1935, to Diagram 186.
Built by B.R.C. & W., 1936, to Diagram 186.
Built York, 1936, to Diagram 155.
Built York, 1937, to Diagram 167.
Built Cravens, 1947, to Diagram 338.

under restoration
in traffic
in store unrestored
in store, unrestored
in traffic
in store, part restored
in traffic as RF
in traffic
in store, part restored
in store, part restored
in traffic
in store, awaiting repair

ON LOAN FROM THE NATIONAL COLLECTION

Gresley TTO 23956. Built by Metro-Cammell, 1936, to Diagram 186. in traffic

The LNERCA Newsletter is produced on behalf of the LNERCA by the editor, Roger Melton. Views expressed in the Newsletter are not necessarily representative of Association policy.

DONATIONS

Since Newsletter No. 109 was published we have gratefully received donations (in some cases, more than one) from the following members:

D.J. Wrottesley, Sheffield; M. Braithwaite, Leeds; G. Wells, Redcar; J.C. Dyas, Harrogate; P.M. Johnson & Family, Whitley Bay; R.S. Yole, Northallerton; A.A.M. MacLean, Greenock; P. Dealtry, Leeds; J.A. Banham, Sheffield; D. Percival, Knebworth; J. Watkinson, Driffield; J.S. Dawson, Leeds; G.C. Pettitt, Woking; M.G. Thompson, Stockton-On-Tees; A.F. Anderson, Peterborough; R. Peace, Derby; J.K.W. Pearse, Bradford-On-Avon; W.J. Berridge, Grantham; C.H. MacLennan, Haywards Heath; C.S. Thompson, Bishop Auckland; R.A. Hill, Bewdley; J.T. Taylor, Sutton-In-Ashfield; S.M. Torres, York; E.D. Hewson, Barnetby-Le-Wold; M. Coleman, Crediton; M.H. Stovold, Pickering; R Barrett & B Hudson, Guisborough; B Jones, Sleaford; J Sutcliffe, York; C Manning, New Zealand; D.W. Wood, Guisborough; J. Wilkinson & Mrs A. Wilkinson, Nunthorpe, M. Brown, Gateshead; G. Phelon, Leeds; M. Shepherd, Pocklington; S. Cox, York; D.W. Wood, Guisborough; G. Cassidy, Stockport; L. Copley, Robin Hoods Bay; Grace Nodes, Sutton-on-the-Forest; M.C. Allatt, London; A.N. Barton, Burton-on-Trent; A. Snowdon, Redhill; A.J. Middleditch, Hitchin; D. Griffith, Wakefield; J.J. Maxim, Ipswich; N. Stringer, Knaresborough; M. Chapple, Darlington; A.T.W. Marsden, Darlington; E. Taylor, Hunstanton; C.J. Hall, Tadlow; A.R. Beckett, Bristol; Dr. M. Thompson, Hull; S. Davidson, Hull; A. Rogers, London; J. Barry, Letchworth; J. Wilkinson, Nunthorpe; M.A. Jewson, Leeds; J. Broadley, Leeds; Doreen Williams, York; J.K.W. Pearse; P. Mulholland, Clitheroe; J. Stancliffe, Middlesbrough; R.J. Thompson, Chesterfield; M. Gwillian, Malton; Hull Area Group of NYMR; Mid Devon Tractor Group.

Peter Wardman of has left the Association a legacy in his will in memory of Peter's Father, James Wardman, who was a coach builder in York Carriage Works.

Following the vandalism damage to our carriages at Pickering, donations were gratefully received from the following:-

J. Hall, Chudleigh; T. Fleisig, Sevenoaks; N. Merry, Thornton Dale; S. Wright, Hull; P. Webster, Doncaster; M. Pieter, Holland; J. Suter, Pickering; A. Stuart, Ilkley; M. Trice, Croydon; Jayne Laycock, Sheffield; D. Scott, Stratford upon Avon; G.J. Wotten, Orpington; C. Alexander, Whitley Bay; G. Lishman, Workington; D. Bradford, Exeter; A. Watson, Nunthorpe; R. McTigue, Barrow in Furness; D. Steiger-Bowers, Furzton; J. Finlayson, Richmond; Winifred Baker, Leeds; Hugh Robertson, London; J. Ellis, Market Weighton.

EDITORIAL

Being a member of the LNERCA can be an agonising pastime! There are the highs of seeing coaches restored to traffic and the teak train growing ever longer, but there are also the deep lows of seeing the gut-wrenching damage to 43567 following its runaway incident at Grosmont, and now the mindless despoliation of the train we have also worked hard on to finance and restore. Fortunately, on this occasion the damage probably looked worse than it was (apart from the buffet car) and the set has been mostly returned to service, and in a way the mindless perpetrators of the attack have done us a favour by reminding all the parties involved on the NYMR what an asset the train is, how vulnerable it is, and the high esteem it is held in by passengers and the public in general. To this end a number of suggestions have been made as to how security could be improved when it is parked in the long siding. Of course, the last few weeks have also brought news of the NYMR's £4.6M Stage 1 Lottery pass which has brought the prospect of a carriage storage shed that much closer. It is to be hoped, though, that all thoughts of leaving the sides and ends of this shed open will now evaporate and the new building will be planned with security in mind.

Happily, with all but the buffet car returned to traffic our special train will be able to go ahead on October 7th and we hope to see as many of you as possible at this event. Please come along and

Front cover: NELPG's J27 65894 is on the verge of a return to service on the NYMR and is an engine that has a lot of association with the teak train, including hauling the first runs of the 3-coach set. Here it is seen climbing Goathland bank with our coaches in earlier days.

Photo : Gary Lyne

Chairman's Comments

Nick Stringer

Although there doesn't seem much to show for it since the previous Newsletter, the Association's projects are continuing to advance well behind the scenes, thanks to your financial contributions and the efforts of our many working volunteers.

Firstly, thanks once again for your donations to the 945 bogie fund. Although we haven't quite achieved our target, we came close enough to enable us to fund the balance from the Association's reserves (further donations would be welcome, of course!). The good news is that the leaf springs tested okay, and the bogies themselves are just about finished, awaiting inspection by Kieran Murray from NYMR carriage and wagon, prior to their return to Pickering.

At Pickering, the carriage body of ECJS 189 is beginning to come back together again, with most of the frame repairs now completed and the roof back on. Next steps are to get the clerestory glass back in, and the partitions re-installed. In parallel, good progress has been made on the design of the fixings that will hold the body onto the underframe. We need to get this design completed so that we can get the fixings manufactured and available for use later this year, so that their availability doesn't hold up the big day when we actually position the body on to its new underframe.

As you will have read elsewhere, we now have in our possession the Fox bogies which we are planning to put under 189. Unfortunately, they are in a somewhat dilapidated state, and we are evaluating how best to restore them without having to spend vast sums of cash. One of the options being considered is to use Gresley bogies under 189 as an interim measure, pending getting the Fox bogies sorted out over a longer period of time.

Meeting with NYMR management

In July, a very constructive meeting was held with NYMR management, which focused on the problems of cleaning and maintenance of the teak set.

Due to the set being restricted to certain paths it has proved difficult to get the carriages into a station when cleaners could work on them. As a result, the set has hardly been cleaned this year, which has not been a good advertisement for the railway. After some discussion, it is good to report that this problem seems to be resolved, and we should have a clean set for the rest of the season.

The other issue concerned maintenance. As members may be aware, under the terms of our running agreement with the NYMR, we pay for the restoration costs of the carriages, and make no charge for their use on the railway. However, once they are accepted by the NYMR, responsibility for their maintenance is handed over to the NYMR. Despite this, some LNERCA staff have been assisting with the maintenance of the set this year, particularly with regard to 1623 and 43087. The NYMR acknowledged and appreciated this LNERCA assistance. There is a significant maintenance backlog plus lack of joinery skills in house which will take some time to overcome.

Data Protection

New data protection laws mean that the Association must have a written Data Protection Policy which ensures that any personal data held by the Association complies with General Data Protection Regulation (GDPR). This policy is now in place, and one of the implications is that every member of the Association must sign a consent form agreeing that the Association can hold this personal data. To this end, your co-operation with Peter Wilson, our Membership Secretary, would be appreciated.

NYMR Trust Board

Finally, on a personal note, I have decided this year to stand for the NYMR Trust Board. My motives for doing so are to try to make the Board more aware of the contribution that LNERCA makes to the railway, and to generally make the Board more responsive to the interests of NYMR members. Therefore, if you are an NYMR member and I can count on your support in the forthcoming election that would be gratefully received.

Vice Chairman Murray Brown is also re-standing, so your votes here will help ensure LNERCA is well represented

Postscript – vandalism attack

Just after I wrote these comments, I was summoned to Pickering to see the aftermath of the vandalism attack on the teak set. Like most of you I am almost lost for words at the senselessness of it. However, I am heartened by the hundreds of messages of support that have been received – the Association clearly has a lot of friends out there.

Restoration News

By Marcus Woodcock

East Coast Joint Stock RTO No. 189

All the frame repairs are virtually complete – most of this was replacing damaged or split half-pillars from the waist rail downwards to the bottom sides. A new waist batten has been cut to size and fitted along both sides of the carriage and reconditioned knee irons are being fitted to the pillar bottoms.

All the pillar-waist rail joints have been remade by core drilling out the old corroded screws and filling the hole with a teak pellet then blowing out the debris from between the joint with compressed air, gluing and clamping the joint together, and finally fitting a new stainless steel screw. A laborious task undertaken by volunteers over many months which is totally unseen on the finished job, think on this when you walk into the Atkins building and see little progress since your last visit!

The No. 12 (6mm) mild steel screws which hold the frame together have over the years corroded and can expand up to 6 times their original size causing the timber to split and rot. The damaged teak has to be cut out, new timber spliced in and secured with a modern two pack water proof adhesive. Virtually all the old m/s screws have now been replaced with non-corroding stainless steel fixings to prevent rusting in the future.

With the roof boards fitted on the top clerestory section the pattresses on which the gasoliers fit are being replaced, along with the spacer battens to which the ceiling panels are screwed. Thoughts are turning to the next stage – refitting the toplights which are fitted in the raised section of the clerestory, new glass is in stock and new hardwood mouldings are on order.

By fitting these now, this job is made far easier with the use of ladders, protruding through the lower roof section. The next job after the glass has been installed will be to fit the new roof boards between the clerestory and the cantrail. However, there is a train of thought that suggests that these boards should be fitted after the body has been moved onto its new underframe. The body is currently at a point where it has reached its optimum of strength versus weight and if the swap is done sooner rather than later in the restoration process the easier it should be.

Meanwhile, work is going well on enlarging the teak panels which fit between the windows. When previously installed, the width of these panels was insufficient – as shown by the fact that the beading which should cover the edges, barely does. Extra vertical teak pieces are being glued on in a most professional way by Mike Illingworth and one has to look really closely to even see a join.

Work has started on fitting the two new supporting rails under the floor which will add extra strength to the saloon partitions which help support the clerestory roof.

On the bogie front, there has been some recent good news in that the axles from the recently acquired Fox bogies have all passed an ultrasonic test, the next stage in their assessment being to get a survey carried out on the wheels themselves to see whether they are at scrapping limit or not. In any event, the cost of acquiring and repairing these bogies was not covered in our proposal to the HLF and it has been decided that for the present work will be suspended on them until we are surer of our financial position, and we'll use the bogies already overhauled for the donor underframe.

Fish Van E 75169

M20 bolts are being sourced to begin fitting the droppers – the metal hangers from which the brake blocks are suspended. Many of the underframe components have already been painted some time ago and all these are being refitted in the next few months. Work is taking place in liaison with the Pickering Wagon Group.

Meanwhile, as finances have improved, joiner Andrew Daniel has been asked to progress the bodywork rebuild. Initially, this entails provision of new framing. Although we have not been able to find the official drawings, in particular, the General Arrangement, we have dozens of photographs, taken when the wagon was dismantled.

NER TO No. 945Y

We wish to record that we have just received with grateful thanks a grant of £2,000 from the Ken Hoole Trust – perfect timing to allow the LNERCA-owned Gresley bogies being cleaned and assessed for this use. An application is in the course of preparation to request further funding for the completion of the final details of 945 - it is a familiar situation, the closer one gets to completion, the more costs rise. We would have to provide matched funding in the event of a successful application, so further donations would be very welcome.

Thompson CK 18477

With the corridor side framing now complete work has come to a halt for the time being whilst further grant applications are submitted to cover the costs of tackling the second side, replacing the roof boards, fitting the new steel panelling and refurbishing the interior. It doesn't sound like a lot if you say it quickly!

Workshop

The last of the new cladding has been nailed on – this was the north end of the building nearest to High Mill crossing. All the cladding had been pre-painted in grey primer, the boards have now been filled and undercoated ready for a final top coat in green and cream which is to be undertaken by the Junior Volunteers later this summer.

Summary of the LNERCA Committee Meeting held on Sat 17th June 2017

8 Trustee/Committee members and 1 member in attendance.

New membership leaflet to be produced with new membership rates and to include section regarding GDPR (General Data Protection Regulation) consent form to be signed by new members. Existing members also need to sign this consent form and this would be mentioned in an article for next newsletter.

A team to work on the CCT was being investigated – it was hoped someone can take the lead and have regular working parties, which will be essential if it is located in the yard.

Pickering Wagon Group helping source bolts and fixings for fish van 75169. Grant application has been submitted to the Transport Trust.

The Gresley bogies being overhauled for NER 945 may be temporarily used under 189 as the Fox bogies may need new tyres.

Negotiations with Cemex regarding the quarry now being led by Nick Stringer.

Various funding sources were being investigated for 945 completion, 189 gasoliers, next stage of work on 18477.

A special train will be organised again this year and with lunches that can be booked in advance.

Regular mid-week volunteer, Adrian Laming was elected onto the Committee following a proposal by Dave Cullingworth, seconded by Nick Stringer.

Audit of all LNER bogies being undertaken to assess strategic spares and where shortages are.

Gresley CL body in Aberdeenshire discussed. No funds to progress this although feasibility study can take place.

Vandalism to the Teak train

As we all now know, extensive damage was inflicted on the teak train over the course of the night of 23rd July. The photos opposite give some idea of what was discovered that morning, Sam Cumbor of C & W later provided us with a detailed, itemized list of the damage:

Ryedale Saloon:

South West droplight broken
Bulbs 8 off broken
Lamp shades 7 off broken
Light fittings 4 off broken

TTO 56856

Ceiling bulbs 6 off
Side bulbs 2 off
Ventilator 1 off
Seat ripped (seats no. 32, 42, 44 and 50)
Door handle
South bellows slashed

TTO 23956

Ceiling lights 11 off
Side lamps 7 off bulbs broken
Mirror broken

BTK 3669

Shades 4 off
Light fitting 1 off
Bulbs 3 off
Drop light 1 off
1 Paraffin tail lamp

GN Saloon:

Net in luggage rack 2 off torn
Bulb 1 off broken

RB 641

Ceiling lights 9 off
Tea urn
Table
Gangway Bellows slashed (North and South)
Most windows smashed

Thompson 1623

Lamp shades 20 off broken
Light fittings 22 off broken
Mirror 2 off
One seat ripped
Coat hanger broken

Fire extinguishers for the full train and first aid kits.

Fortunately, though this list and the photos look horrendous, in the event it was possible to clean up and repair most of the damage, and restore the coaches to traffic, much sooner than had been feared with the majority back within 2 weeks. The exception was RB 641 but in this case the coach had been scheduled for a major overhaul this winter, including lifting the body to replace the rack plates on the underframe. Even at the time of the first restoration we recognised that they needed dealing with, but at the time we did not have the expertise to tackle the job. Now, the coach is in store ready to be sent to a contractor for the work to be done once one has been selected and contractual details sorted out. The withdrawal of the coach did cause problems, though, from the loss of its kitchen which had been due to be used on a number of special events such as weddings and curry trains. To that end some kitchen fittings were transferred from 641 to 43654 to restore that vehicle's kitchen to a usable state. 641 has since been made watertight and quotes are now being sought for its repair by an external contractor. The work is expected out over the coming winter with 641 returning to service in Spring 2018.



Chris Price

Some of the damage to the interiors of the two worst affected coaches, 641 (above) and 1623 (below) prior to cleaning up.



Chris Price

NYMR Lottery Application

We now know that the NYMR has been awarded a Stage 1 pass for a £4.6m lottery grant application, so what does this mean in particular for the LNERCA?

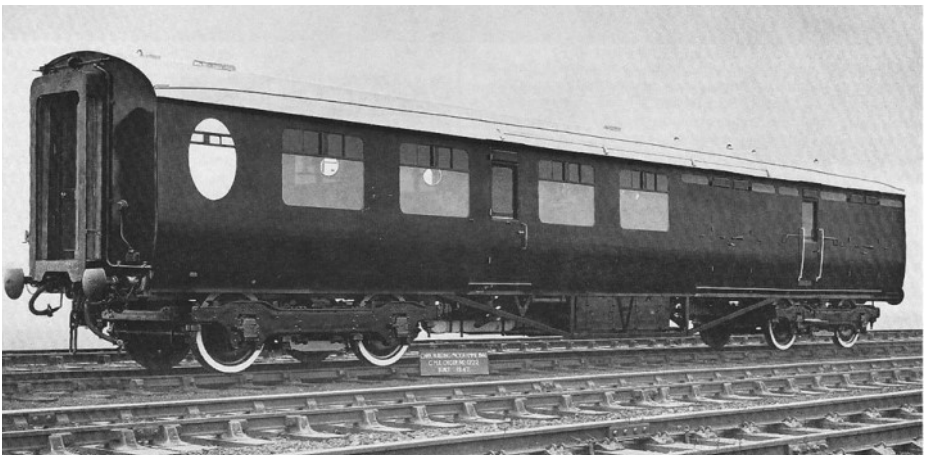
First of all, it probably means that we should not get too excited! Although a carriage shed forms part of the application, this is likely to be filled with running vehicles, primarily Mk 1s of the types forming the running sets, although the teal train will be an obvious beneficiary. However, economic realities appear to have forced the dropping of two important provisions that were in early drafts of the application, notably a storage shed for carriages awaiting restoration and a new workshop complex to give expanded and improved facilities for both the NYMR's C & W Dept. and the LNERCA. Moreover, it should not be forgotten that this is a Stage 1 pass and it is likely to be at least a year before a Stage 2 pass is attained and work can actually start. The scale of this part of the project is that it is likely to take 2-3 years to complete the work so we are probably still 3-4 years away from our coaches being under cover when not in use - there is light at the end of the tunnel though!

More disappointing, though, is the abandonment of the provision of covered storage for coaches awaiting restoration, which would arrest deterioration and make our job easier when their turn comes for restoration, but also reduce the risk of their destruction at the hands of vandals. There seems to be a disconnect in the minds of railway officials who cannot see that today's stored henhouses are the ugly ducklings that will transform the prize assets of the future.

The application also makes provision for new "easy access" coaches for use on all trains. No specifics are given, but it is to be hoped that included in this provision will be the completion of the NYMR's own Gresley, TTO 43632, and the completion of plans to turn it into one of these "easy access" coaches for attachment to the teal train. It has long been said that bequest money has previously put aside for this conversion and so it should now be available to use as matched funding.

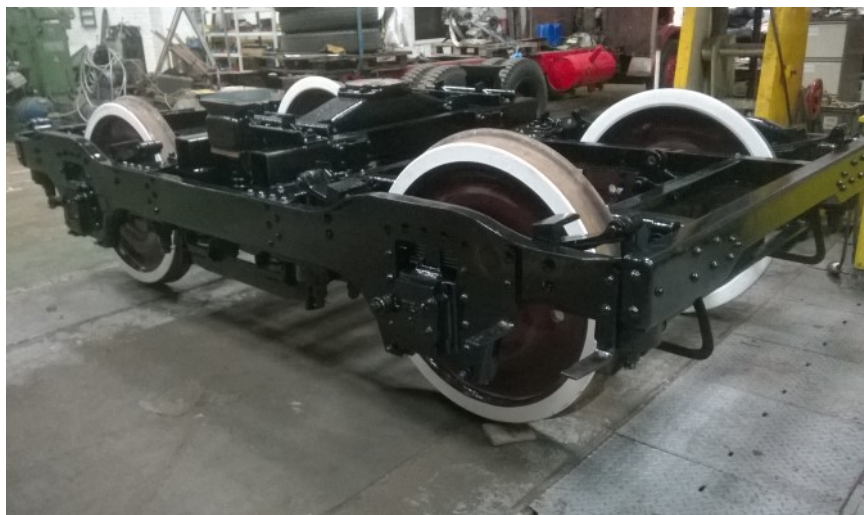
LNER Coaches on the Web

An interesting new group has appeared on Facebook : "Pre-BR Design Coaches" (<https://www.facebook.com/groups/708285049227606/>). So far quite a high proportion of the photos appearing on it seem to be of LNER stock, ranging from pre-grouping to Thompsons, and there are one or two rare colour photos from LNER days. It's well worth a look (you will have to join the group to get the full benefit but if you are already a Facebook user that's no problem, and at the same time there are a great many other sites there, including of course the LNERCA's own Facebook site and the NYMR motive power depot one which has day to day updates on what is happening at the revitalised MPD. With more locos starting to appear in pre-nationalisation liveries (Black 5 5428 will reappear shortly in pre-war LMS black) it would be nice if they could come up with an LNER apple green loco to match the teal train! A selection of the images to be found on the Pre-BR Coaches site is reproduced on P10.



Late news

Just before we went to press we heard that the first of the pair of bogies being overhauled by DC Engineering for use under NER TO 945 has been reassembled and passed as fit to use following inspection by the NYMR's C & W Engineer, Kieran Murray. The second bogie is well advanced but is missing some parts, which we hope to replace from our collection of spares.



Nick Stringer

Teak & Spares News

Although there is no immediate need for additional teak panels recent events have highlighted the need to try to secure more of these items when and if we can. No teak panels were damaged in this incident, fortunately, but they could so easily have been. There is some good news, improvements in glue technology have meant that panels we previously thought unrepairable can now be salvaged and also give rise to the opportunity of building up wide panels from more readily available narrow ones. The fact remains, though, that we have barely sufficient panels of any size to meet all our own future needs let alone those of other groups and in recent years we have been unable to fulfil inquiries from other groups. The search for suitable material continues so let us hope for greater success in the future. More starkly, most of the newly-made shoulder light fittings in 1623 were smashed and we have no spares for these, so there will be a delay while we get new ones made. These items are vulnerable to accidental damage but due to their high cost we again do not have spares, and this is something we need to take a look at.

Sales Items

Steam & Teak DVD 73mins £10.00 * Reduced! *
A Tale of Two Hearts 60mins £10.00
NYMR LNER Gala 2008 Two disc DVD, 150 min, £10.00
Little & Large—NYMR Two disk DVD, 133min, £10.50
Teaks on the NYMR DVD £10.00 * Reduced! *
Season of Steam (1991) DVD £10.00
A Year on the Moors (1990) DVD £10.00
LNERCA T Shirt Blue (S, M, L size) £8.50
LNERCA Sweat Shirt Blue (S,M,L, XL sizes) £16.50

New! LNERCA Mug: £5.00 each + £2.60 p & p
22118 mugs £7 + £2.60 p & p.

Steaming Around Britain 2014 4 disc set DVD £22.99 or Blue-Ray £25.99

Please add £1.50 p&p per order. All items from Russ Whitwham, 54 Water Lane, Farnley, Leeds, LS12 5LX.

Latest! LNERCA lapel badges. Proclaim your support for the LNERCA for just £4.00 each, plus £1.50 p & p.



Summary of Committee Meeting Sat 11th March 2017

5 Trustees, 1 Committee Member and 1 member were in attendance.

It was pleasing to record that membership had increased to over 200 since the NERCG members had been incorporated into the LNERCA. The 945 bogie appeal had so far raised £2K from approximately 25 benefactors.

About 50 members had now signed up to receive the newsletter electronically and this means that the print run can be reduced.

The membership rate increases approved in December were going to be put to the AGM in May.

It was reported that the bogies from Embay intended for use under 945 were in pretty good condition and don't need any welding repairs although the leaf springs await testing and there appears to be minor flats on the wheel sets.

An original LNER Buffet Car advertising poster had been donated into the archive by a member and another member had donated an ECJS gravy boat that will go on display in 189 eventually.

The NYMR were planning to run the teak set on 'Excursion Trains' and the LNERCA had an opportunity to man the Buffet Car on these to raise funds. Also we had the chance to man the buffet on the Autumn Steam gala. Volunteers required to help with these events and appeal to go in the newsletter. (N.B. These plans were later abandoned for this year as a result of poor bookings from low key advertising, and then later as a result of the vandalism incident).

Following the stock-take and tidy of the workshop it was found that the supply of teak panels is getting very low and will require re-stocking to provide panels for future restorations.

The CCT is in a poor shape and really needs some structural repairs. One of the wooden racks inside has collapsed and it needs major tidy up and audit of spares. The mid-week regulars will be asked to see if anyone wants to take the lead on doing this.

There will be another members' special this year (Oct 7th) although this time lunch tickets will be sold prior to the event for people wanting to eat. Travel will be free.

D. Cullingworth, Secretary

DATES FOR YOUR DIARY

Working Weekends at Atkins Building unless otherwise stated. All members welcome, we'll find something for you to do whatever your ability!

In addition, Marcus Woodcock is at Pickering on Thursdays most weeks and some other days of the week as well and welcomes assistance. Contact him on 01262 851268 to arrange to meet him there.

Working Weekend	19/20th August
Summer Coach Week	26th August -September 3rd
Annual Special Train	Saturday October 7th
Working Weekend	21/21nd October
Working Weekend	18/19th November
Working Weekend	16/17th December
Working Weekend	20/21st January
Working Weekend	17/18th February
Working Weekend	17/18th March
Working Weekend	21/22nd April

The need for a Will

As most members are aware, a great way of helping LNERCA, without costing you a penny right now, is to leave a legacy to LNERCA in your Will, thereby helping to ensure that more of our wonderful collection of carriages gets to be restored. Yet, astonishingly, approximately one third of people in England die without leaving a Will. If that happens your property and possessions will be divided among your surviving spouse, children, and possibly other relatives in whatever manner the law specifies. You will not have a chance to give property to non-relatives or to exclude relatives. Additionally, if you have no relatives, your property will go to the state rather than to a friend or charity of your choice such as LNERCA.

If you haven't already made a will, and would like to consider leaving a legacy to LNERCA, it's not that big a task. Online, there are many firms offering a free or low cost service for writing a simple will, as an Internet search will reveal.

On the other hand, if you have already made a will, but want to change it to include a legacy to LNERCA, the procedure is simple. You need to write a Codicil to your Will, which you then keep with your will.

If you would like a Codicil form then please contact me directly by e-mail at nicktringer701@btinternet.com or on 01423 340331 and I can provide you with one either by e-mail or by post.

Nick Stringer, Legacies Officer

Variations on a Theme



Dave Cullingworth

Although our restored coaches are finished in the LNER's trademark teak livery they carried BR livery later in their lives. Indeed, most Thompson coaches were painted from new in carmine and cream, as are BTK 1866 and RB 1709 at the Llangollen Railway. Later still, and at the end of their working lives, some Gresleys (including SLF 1211, recently repainted for display at Bo'Ness.



Lee Osborne