



COACH
ASSOCIATION



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY



Newsletter No. 109

April 2017



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LNTERCA Rolling Stock Collection

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

Since Newsletter No. 108 was published we have gratefully received donations (in some cases, more than one) from the following members:

M. Brown, Gateshead; G. Phelon, Leeds; M. Shepherd, Pocklington, S. Cox, York; G. Cassidy, Stockport; L. Copley, Robin Hoods Bay; Grace Nodes, Sutton on the Forest; D.W. Wood, Guisborough; A.J. Middleditch, Hitchin; A.N. Barton, Burton on Trent; A.F. Anderson, Peterborough; A. Snowdon, Redhill; A.T.W. Marsden, Darlington; J.F. Barry, Letchworth; N. Stringer, Knaresborough; C.J. Hall, Tadlow; M. Chapple, Lancaster; M.C. Alallatt, London; J.J. Maxim, Ipswich; E. Taylor, Hunstanton; D. Griffith, Wakefield; R.A. Hill, Bewdley; A.R. Beckett, Bristol; Dr. M. Thompson, Hull; S. Davison, Hull; A. Rogers, London; T.R. Hayward, Allanby; M.A. Coleman, Crediton; J. Wilkinson, Nunthorpe; G. Pettett, Woking; P. Lund, D odleston; P. Dew, York; I.D. Jefferson, Thornbury; D.A. Caffall, Huntingdon; P. Howell, Edinburgh; S.R. Jenkinson, Wichenford; J.K.W. Pease, Bradford upon Avon; C. MacLennan, Biggleswade; D. Dixon, Lichfield; J. Freear, Wakefield; D. Burchett, Leeds; J. Carr, Bromley; T. Duff, North Shields; W. Colver, Sheffield; D.K. Young, Staines upon Thames; P. James, Luton; P. Mulholland, Clitheroe; J. Stancliffe, Middlesbrough; P. Brumby, Cottingham; N.A. Wilson, Brough, R. Melton, Salisbury; J. Hunt, Woodbridge; G. Smith, Wallsend; N. Carter, Guisborough; O.D.W. Smith, Salisbury; J. Preston, Leeds; M.C. Allatt, London; A.N. & J. Barton, Burton-on-Trent; J.F. Barry, Letchworth Garden City; D.W. Hall, Newcastle upon Tyne; P.J. Howell, Edinburgh; P.D. Gregory, London; D.J. Roethenbaugh, Shipston-on-Stour; B.M. Orange, Leeds; E.C.R. Sykes, Whitby; J. Preston, Leeds; J. Kay, Blackpool; E.A. Midgley, Whitby; D.G. & J.M. Hodgkinson, Derby; C.H. Moran, Hessle; M. Stanbury, Colchester; J. & S. Hartley, Doncaster; M. Gwilliam, Malton.

EDITORIAL

If 2017 is the year of the rooster in China, then in the LNERCA and DC Engineering world it must surely be the year of the bogie! At present we have three pairs of bogies at Shildon, two pairs of Gresleys (one pair for 945 and one pair for the CVR crane runner that is yielding its Fox bogies to 189) and the Fox bogies themselves. At around £10,000 for an overhauled pair of bogies, plus transport, this represents a sizeable investment by the Association in this area alone so your donations towards these costs are very much appreciated.

The exciting part of the year is still to come, however. This will be in late summer when 189's body is moved onto its new underframe, at which point the long job of reconstructing the interior will at last become a reality.

• * * * * * * * * *

Front cover: The interior of 945 now looks as fresh as the day it was built. Now we just have to finish off the underframe for the coach to become a much admired, loved and desirable member of the LNERCA operating fleet.

Peter Brumby

Rear Cover : Nowadays, the LNERCA is not just about carriages, we are gradually building a small archive collection of the objects (for example, dining car silverware) that went with them, as well as a wide variety of technical documentation and ephemera. Our latest acquisition, donated by Jim Kay, is an LNER poster showing how the use of the LNER Tourist Stock was advertised.

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Website: www.LNERCA.org

Chairman's Comments

Firstly, very many thanks for all the donations that have been received for the 945 bogie fund. The total is now over £ 4,000, excluding Gift Aid, from 35 members, which is a magnificent response. As a result work is now well under way with the bogies, and they are totally stripped, ready for shot-blasting. The good news is that no structural components need replacing, which would have been an extra cost, the only uncertainty remaining being the leaf springs which await testing.

Meanwhile the fund remains open for donations, because we still have to find a total of approximately £10,000. So, for those of you keen to see this magnificent carriage running within the next 2 years, now's your chance to help, either by sending a cheque to our Treasurer, John Hasler, or by PayPal through our website, or by internet bank transfer to LNERCA'S Lloyds Bank Account, sort code 30-63-64, account number 27410450.

Next, many thanks to the 52 members who have agreed to take the Newsletter by e-mail instead of printed copy. Although the cost savings are modest, in terms of postage and print run, they are worth having. They also reduce the amount of envelope stuffing needing to be done by our volunteer Treasurer John Hasler, so if any more of you would consider changing to an e-mail version, please let me know by e-mailing me on nickstringer701@btinternet.com.

As you will read elsewhere in this Newsletter, work has continued apace in this 'quiet season' on our various restoration projects, particularly ECJS 189. Although at first glance not much progress is apparent, closer examination will reveal the amount of parts replaced. This is a very thorough restoration which will ensure that the carriage will be fit for purpose for many years. Off-site there is the excellent news that we now have a pair of authentic Fox bogies to go under 189, although, like 945, those bogies do require a major overhaul.

Meanwhile we maintain strong co-operation with other restoration groups. As an example, it was nice recently to be able to provide the Severn Valley Railway with another roll of Fawn Rep, the moquette that we used in BTK 3669, some of which we still have in stock. It is being used in one of their Gresley restoration projects.

Appeals to Members

It's good to report that we continue to build momentum on the ECJS 189 project, in terms of restoration of both the carriage body and the underframe, and in meeting the engineering challenges. Much of this has been achieved thanks to volunteer effort, and to all of you who have worked on 189 a big thank you. But to maintain this momentum we need to appeal to members for more help in different ways, and hence the following set of Appeals.

Appeal for tools

Our collection of tools is somewhat limited, and as times goes on, getting more and more worn out, so if any members have any of the following items to spare, they would be gratefully received: -

Disc grinders,
Small Angle drill,
Full set Metric spanners,
Circular saw
Planer thicknesser
Hot air paint strippers
Rechargeable battery sidelights
G clamps all sizes
Good quality paint brushes

Bench or floor mounted grinder
Full set Whitworth spanners
Bahco style adjustable spanners
Table saw- must have a motor brake,
Band saw
Fan heaters,
Long sash cramps 6'
Floor mounted pillar drill
Paint scrapers

If you have any of the above items to spare, please let Marcus Woodcock know on marcus.woodcock@yorkscoast.plus.com. If you can't deliver to Pickering, we may be able to arrange collection. Please note that any electrical tools need to have modern plastic cases, with no visible damage to case, wire or plug.

Appeal for volunteers for LNER excursion trains and Autumn steam gala

In parallel with our restoration work, we need to keep gathering funds to help pay for materials. We have a great opportunity to do this whenever the teak set is running, by talking about the carriages with passengers, handing out membership leaflets and selling our Teak Train leaflet.

This year the NYMR are planning to run a number of 'LNER excursion trains' during May and June, using the teak set, and we have been asked to provide Guides to travel on these trains. In addition we will have the opportunity to staff the buffet and put the profits towards LNERCA funds. The same also applies to the Autumn Steam Gala running from September 29th to October 1st.

Because these trains will be marketed as special 'heritage' train journeys, and probably sold at a premium price, people travelling on these trains will be very receptive to learning more about the LNER Coach Association, so acting as a Guide on one can be a very rewarding experience. If you might be interested in helping out, please would you contact me on nickstringer701@btinternet.com. As yet the dates for these special LNER excursion trains have not yet been finalised.

Our CCT van – anyone willing to take it on as a project?

Our Covered Carriage Truck E1308E, built York 1950, is used purely as a stores vehicle and can usually be seen in and around Pickering Yard. It houses an important collection of LNERCA spare parts, but is sadly deteriorating and is in urgent need of attention. It would be an ideal challenge for a small team to take on, and we need to do something sooner or later otherwise it is at risk of falling to bits. Anybody interested please contact Murray Brown on murray.brown@nymr.co.uk

Restoration work

Also during 2017, we need to continue the progress on the Fish Van, E75169. Work started this February on renovating the carlines – de-rusting, removing the wooden formers which support the roof-boards. By the end of the year it should be looking more like the finished item.

Thanks to a grant from the Association for Industrial Archaeology, we have been able to complete the renewal of the corridor side framing on CK 18477. Further progress on its restoration will, however, depend on whether funds can be secured. Thanks to Andrew Daniel for the huge amount of work that has gone into fabricating the framing and installing it.

Special train October 7th

As announced in the last Newsletter, we are planning to run a special seven coach train for members on Saturday October 7th. It's not eight coaches, like last year, because one of our vehicles, BTO 43567, is currently being used in the dining set as replacement for Pullman car 79, which is going through a major overhaul. Subject to locomotive availability, the train will be hauled by BI loco 61264. There will be plenty of seats available, and a booking form for members will come with the next Newsletter.

Plans for 2017

We are currently working on two splendid historic dining cars, ECJS 189 and NER 945Y, which, when finished, will be stunning additions to our fleet. With ECJS 189 we have much work still to do on both carriage body and underframe, and the Fox bogies, but our objective is to progress them all sufficiently in 2017 so that we can fix the body on to the underframe on to the bogies.

With NER 945Y, work will continue on the interior, and in parallel we must get the bogies finished. As soon as we've got ECJS 189 watertight, probably in early 2018, we can roll it out of the Atkins shed and replace it with 945. Then, with a fair wind, we might have both carriages finished for 2019, which would be very appropriate considering that is our 40th Anniversary year.

Nick Stringer
Chairman

RESTORATION NEWS

East Coast Joint Stock RTO No. 189

The top news this month is that we have managed to find a pair of Fox bogies to put under No. 189. Full story elsewhere in this issue. This is extremely good news because it means the carriage will be as near original as we can get it. We now need another pair to put under NER FO 2118, but we may not be as fortunate.

The other news is that David Elliott has supplied us with new computer drawings of the shortened underframe – these are required to show the exact location of the brake cylinders and whether such positioning would impinge on frame members.

Gordon Wells has been making new battery cases – these will fit inside a battery box on the underframe, or do we hide them inside a replica gas tank? Answers on a post card please...

Meanwhile, in the Atkins shed, work has progressed on refurbishing the carlines – derusting and repainting. In addition, where they are screwed to the top of the cant rail, rotten wood found underneath where they sit has been chopped out and sound wood inserted. Neil Cawthorne has made good progress on sanding down many of the doors and paneling, making good defective joints where found. More half pillars have been inserted into the framing and volunteers have been gradually moving along all the original half pillars, sanding off the gunge and glue down to bare wood. This is a prerequisite for fitting the teak panels using new glue blocks. The glue blocks are stuck to the internal face of the teak panel and another side of the glue block is stuck to the frame – hence bare wood is needed as there is no point trying to stick the glue blocks to paint or old glue. We have found enough brass components on the body to make the saloon (uplight?) windows work, however we are missing the brass catches which hold the window shut against the springs which lift the windows. We think these may be an American Pullman fitting but have never seen any examples, they will have been a proprietary off the shelf fitting if any reader has one or knows of a modern supplier please contact us.

Thompson CK No. 18477

Andrew Daniel has machined all of the remaining side of the carriage in his workshop and moved the parts to Pickering. Here they were assembled in the Atkins shed, then painted in aluminium primer by several volunteers. The framing looks impressive – a credit to Andrew's craftsmanship. Soon they will be carried outside and, with the help of the C&W's Teleporter machine lifted into place. This will complete the corridor side framing and the carriage will be sheeted over and stored pending raising of more funds to proceed. Further possible sources of grant funding are being investigated so that progress can continue.

Fish Van E 75169

We still await the return of DC Engineering to complete some outstanding welding jobs. Meanwhile, a start has been made of refettling the carlines. Luckily, they are in sound condition having been painted previously with a bitumastic paint. They are receiving a wire brushing, followed by green primer, grey undercoat and top black.

After receiving some rather steep quotes for the wood needed to reconstruct the frame it has been realized that we actually have a large pile of timber, acquired many years ago with 18477 in mind, that can be used on 75169 as 18477 requires less than first thought. This will of course result in a substantial saving.

LNER Corridor Brake Third 3669

3669 been receiving the attention of Mike Illingworth – another craftsman with a penchant for woodwork. BTK No. 3669 is having attention to a door pillar where the lock fits. This had become damaged, we think due to incorrect use of the door mechanism which duly split the wood. Meanwhile, Marcus Woodcock is taking advantage of 3669's winter visit to Pickering to fit blind rollers and blinds in the blind boxes.

GNR saloon 43087

Mike has also started dismantling the end of Jim Kay's GNR (LNER) saloon 43087. Water has been getting in over the collision pillars at the observation end and a strip down was required to assess what repairs were necessary. Fortunately, 43087 has been stored under the shelter of Pickering Station roof, making for improved working conditions.

The observation end originally had a gangway fitted and the curved top of the original vestibule doorway is visible. However, much of the collision pillars were cut out to fit the large window in the gangway aperture. Part of the problem with rot has been caused by water ingress from the end roof cornice behind the teak panel above the centre window and then along the two holes where the top gangway Pistons used to be located, requiring some substantial frame replacement

At the same time owner Jim Kay is changing the configuration of seating to increase capacity and provide an additional portable table in this end of the vehicle.

Workshop Repairs

Several volunteers have been making inroads into painting boards with aluminium primer – these are destined to be fitted to the LNERCA's workshop at High Mill at the end of Pickering yard. Later this year, the old shiplap will be ripped off and the new boards fitted. When finally complete, the building will be painted in the LNER's green and cream.



Dave Cullingworth

The station roof at Pickering has been used to provide winter shelter for some of the LNER coaches, including 43087, where the opportunity of cover is being used to carry out some frame repairs to the observation end.

A rare find

East Coast Joint Stock No. 189 was built with Fox pressed steel bogies when it emerged from Doncaster Works in 1894. The Fox bogie is named after Samson Fox who, in 1874 set up the Leeds Forge Company and began a long period in supplying railway components. With Nigel Gresley assuming the mantle of Chief Mechanical Engineer of the Great Northern Railway in 1911, then later the LNER in 1923, Gresley's own design of bogie took over and many carriages fitted with Fox bogies were equipped with the Gresley design.

Needless to say, Fox bogies are extremely rare these days and thanks to a chance observation by Archivist John Sutcliffe, he happened to come across a derelict pair. They were literally buried in undergrowth under a crane runner situated on the Colne Valley Railway in Essex. Contact was made with the crane owner, who agreed to let us swap them with Gresley bogies, so allowing No. 189 to be re-united with its original bogie type. However, the process to arrange this swap has been long and difficult. The crane had not moved for over ten years and required its jib raising to

runner. The NYMR's Kieran Murray went to Castle Hedingham, CVR to give his expertise as to how to raise the jib. Using jacks was not considered practical or safe because when the jib was raised, the jacks would not be sitting at right angle to the jib, but at an increasing oblique angle. All seemed lost until a chance meeting with a gentleman from the 45163 Restoration Group which is restoring an ex-Barry 'Black Five' to working order intervened. Not only had he knowledge of the crane but offered to raise the jib by means of using air pressure via a hose from their adjacent workshop. This proved extremely effective and the jib was locked in the raised position.

The next move entailed the help of the CVR to shunt all the wagons in from of the runner out of the way so enabling the runner to be positioned on the departure road. The LNERCA would like to thank Paul Lemon, General Manager, for facilitating this move.

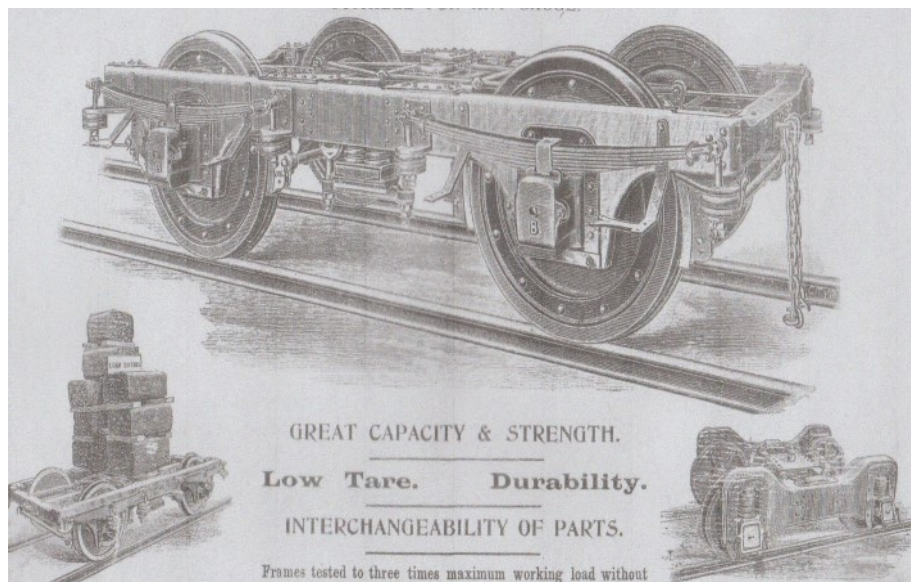
The swapping was considered best undertaken by taking the runner to the premises of DC Engineering, Shildon, where a pair of Gresley bogies, collected earlier from Pickering, had been fettled up and painted. The Fox bogies would be removed and Gresley bogies substituted. Then the runner would be taken back to Castle Hedingham. Most of this plan has now been effected and the runner is now at DC Engineering with the Fox bogies removed, ready for the replacement Gresleys to be fitted and the runner returned to the CVR.

This could not have been done without the co-operation of the crane owner, Martin Nixon to whom the LNERCA is most grateful. Martin called in at Pickering to photograph No. 189 to see the carriage which, one day, will carry his Fox bogies. The Association would also like to thank Jeremy Dunn of the 'Black Five' group without whom we could not have raised the jib or, indeed, proceeded with the project.

Gift Aid

Some Members will receive a Gift Aid form to complete, sign, and return to either Simon Cox, Gift Aid Officer, 109 The Village, Strensall, York YO32 5XD, or to John Hasler or Peter Wilson - addresses in front of this Newsletter. The reason for this request is that currently the Association is unable to claim between £200 and £400 per year over the last four years. It is appreciated that some Members may have already signed a Gift Aid form however due to changes in wording these forms no longer apply and need to be replaced by the updated version.

Gift Aid represents an important but painless way of contributing to the Association finances so your co-operation in increasing the amount we raise by this route will be greatly appreciated.



Top: An advertisement for Fox's pressed Steel bogies from a contemporary trade publication advert. These bogies were extensively used by the GNR and other companies that came to form the LNER until the LNER largely standardised on the familiar Gresley bogie. Although the latter type gradually filtered down onto older stock, some coaches saw out their entire working lives on the Fox bogies.

Bottom: Our newly acquired bogies awaiting overhaul in DC Engineering's workshops at Shildon. Sadly, we do not plan to fit them with Mansell wooden centre wheels as in the advert, although we do have a set available, currently under Gresley TK 3291 - there are concerns that the NYMR Operating Dept. would not accept them.

Both: Nick Stringer



The LNERCA Archive

John Sutcliffe

When the Learning Centre on Platform 2 was complete a room upstairs was built to house the Archives of the NYMR, previously kept in cramped conditions in the roof space in the Park Street Offices of the NYMR. Mark Sissons who is the Archivist had the job of transfer all the material across to the new archive room. The NYMR kindly allowed the LNERCA some room to house our material. The first photograph shows the aisle where a lot of our material is. I have started a Library of books and magazines as a reference library mainly LNER related. The Second photograph shows the Plans Chest, This was purchased and donated to the LNERCA by John Curtis's wife Hilda and his family in his memory, to which a commemorative brass engraved plate has been fixed, this chest houses all our drawings for our coaching stock.

The LNERCA Archives are available to anyone wishing to view or research a subject.



Photos: John Sutcliffe

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 Embsay 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 opportunity to man the Buffet Car on these to raise funds. Also opportunity to man the buffet on the Autumn Steam gala. Volunteers required to help with these events and appeal to go in the newsletter.

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	15/16th April
Spring Coach Week	Saturday 29th April to Sunday 6th May
Annual General Meeting	Saturday 6th May. 11.00 NYMR Learning Centre,
Working Weekend	16/17th June
Working Weekend	15/16th July
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

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 get 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



Dave Culling-

Jim Kay has donated this poster, purchased at a recent auction, to the LNERCA Archive. It appears to be an advert for excursion trains to a number of destinations using the green & cream tourist stock. The interior picture shows what looks like the interior of a Tourist Stock buffet (because of the shallow window frames) as used on excursion trains. Sadly, none of these survived into preservation, although at least a couple lasted till around 1967.