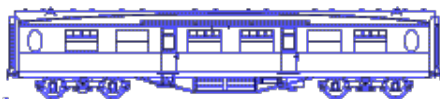


**COACH  
ASSOCIATION**



**ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY**

## **Newsletter No. 115 November 2018**



**Inside . . . .**

**LNERCA welcomes Thompson CL No. 88339 into its fleet  
Teak panels and first coats of varnish go on ECJS No. 189  
Members' Day special enjoyed by largest number to date  
ECJS No. 189 totally transformed for its wartime exhibition**



Supported by  
**The National Lottery**<sup>®</sup>  
through the Heritage Lottery Fund



Heritage  
Lottery Fund



# Who's who? - LNERCA Trustees

**Registered charity No. 1095337**

<b>Chairman &amp; Editor</b>	Nick Stringer Email: nickstringer701@btinternet.com Tel 01423 340331.
<b>Vice Chairman</b>	Murray Brown, 25 Gildale, Werrington, Peterborough, PE4 6QY Tel 01733 578000. Email: murraythemint@ntlworld.com
<b>Secretary</b>	Dave Cullingworth, 29 Beckett Close, Nawton, York, YO62 7SB Email: dcull641@gmail.com Tel 01439 771758.
<b>Archivist</b>	John Sutcliffe, 129 Poppleton Road, Holgate, York YO216 4UN Email: johnsutcliffe@live.com Tel 01904 791870.
<b>Sales Officer</b>	Russ Whitwam, 54 Water Lane, Farnley, Leeds LS12 5LX Email: russ.whitwam@gmail.com Tel 0113 255 3964.
<b>Membership Secretary</b>	Peter Wilson, 38 Willow Place, Knaresborough HG5 0UG Email: pnw6@sky.com Tel 01423 862553
<b>Gift Aid Officer</b>	Simon Cox.
<b>Treasurer</b>	Adrian Laming, Email: treasurer.lnerca@gmail.com Tel 07855 513526.
<b>Trustees</b>	Gordon Wells, Roger Melton, Paul Johnson, John Hasler.

## Committee Members

<b>Restoration Advisor</b>	Andrew Daniel Email: Andrew C Daniel@googlemail.com Tel 07778 316900.
<b>Volunteer Liaison Officer</b>	Marcus Woodcock, 14 School Lane, Bampton, YO15 1JA Email: marcus.woodcock@yorkscoast.plus.com Tel 01262 851268.

**Front cover photo by Rodney Towers. The members'special which took place on October 6, rolls off the reverse curves in Northdale. See pages 7-9.**



**A decision was taken in July to revarnish Thompson TK No. 1623. It was due, and because the scumbled paintwork has stood up well with the rigours of North Yorkshire weather, it was thought that by giving it a revarnish, this would not only tide it over for another 2-3 years, but also prevent a colossal amount of work in later years. It is pictured in the Long Siding, Pickering, the day it was outshopped on August 12. Photo: Kieran Murray.**

# Editorial

## By Nick Stringer

**W**elcome to another bumper edition of the Association's Newsletter. As before, there is much to report.

As many of you will have seen if you came to Pickering for our special train, there has been major progress with our historic dining car, ECJS No. 189. In addition to preparing it for our special event - the 'Steam, Speed and Dining' exhibition, which marked the end of the HLF's involvement in the project, it has been approved for running on a heritage railway by the Institute of Rail Research (IRR). Although it's too early to give an estimated completion date, it is hugely satisfying to see this magnificent coach coming back together again.

Meanwhile there is good news to report about one of our associated vehicles, Thompson Composite Lavatory (CL) No. 88339. It is no longer an associated vehicle - it now belongs to the LNER Coach Association! This means that the impasse whereby it was stuck in a siding at Levisham can now be resolved, and we are working on a plan with the NYMR to get it back into traffic. This won't happen quickly, but at least we are moving in the right direction.

With the end of the HLF grant for No. 189, we are now more than ever dependent on members' donations, and we are most grateful for the many of you who help us in this way. Also deserving of much thanks are the many volunteers who are regularly working on No. 189 and other restoration projects at Pickering. Thank you all.



**NYMR services are rarely photographed in this location - heading past Hunting Gate about one mile north of New Bridge. Standard 4MT No. 80136 hurries the 11.00 service past the new 'Slow the Flow' earthworks just out of sight to the left. Photo: Gary Lyne.**



# A brighter future for the Thompson CL

In recent years, the saga of 1947-built Thompson-designed Composite Lavatory (CL) No. 88339 has not been a happy one. This consortium-owned carriage ran highly successfully for several years at the north end of the LNER set (so allowing access to the compartments at all station platforms). However, in 2010 it was withdrawn from service due to faults with its doors, and since then it has been stored in a siding at Levisham. Although under an agreement with the consortium, the NYMR was responsible for its maintenance, it was always low down the list of priorities, so nothing was done and it looked like continuing that way for the foreseeable future. As a result, No. 88339 has deteriorated further, and the owners had to provide a tarpaulin to try and stem further damage.

## A way to safeguard its future

Committee members of the LNERCA, worried that this historical, unique carriage and so representative of the type which worked the Whitby services prior to BR closing the line, was 'getting nowhere' came up with the idea that if ownership could be transferred to the LNERCA, this would open the door to a better future. It is pleasing to report that all the shareholders have agreed that this is the best course of action – and ownership of No. 88339 has now been transferred to LNERCA.

The present thinking is that if its repair can be regarded as a joint venture, with the LNERCA providing labour and the NYMR supplying materials, the cost of repairs can be significantly reduced. At present, the Association is committed to completing ECJS No. 189 and then NER dining car No. 945, so there is no immediate prospect of No. 88339 entering the



For most of its preservation life, No. 88339 has carried maroon livery. Pictured in use on a shuttle to Levisham, the other carriage is the visiting Beamish Museum-owned NER 1903-built clerestory bogie composite No. 3071 (carrying unauthentic number 818). NELPG's J72 No. 69023 *Joem* is on the front. *Photo: David Idle.*



**It is many years since the unique Thompson CL looked like this or, indeed as sparkling as this. Taken on October 26, 2004, No. 88339 had just received its scumbled top coat, although it has to be admitted that there was too much pigment variation amid the panels which has given this somewhat patchwork quilt appearance. Nevertheless, what a superb sight. The carriage was at home at the north end of the LNER set for several years, despite voices against it on the grounds that Travelling Ticket Inspectors could not effect their duties - in reality, they could at station stops and on the run between Grosmont and Gouthland. The exciting prospect of this historical carriage once again looking like this is now a realistic prospect. Photo: David Idle.**

Atkins shed for work to begin on it. When Nos. 189 and 945 are complete, it will then be a choice of either the completion of TTO No. 24109 or TK No. 23896, both seating 64 passengers, or repairing No. 88339, which seats 52. All three options would increase the seating capacity of the teak train, something keenly desired by the NYMR.

### **A change of location?**

An alternative is to take the CL off the NYMR to another site, and start work on it now. This would also have the advantage of getting the carriage under cover and prevent further deterioration. Several options are being explored but it would be premature to name them.

If the carriage does leave the NYMR the Trust Board is keen for it to return. The new contract between LNERCA and the NYMR would transfer maintenance responsibility to LNERCA, and the NYMR would pay a hire charge per mile, with a minimum mileage per annum. In this way the coach can be guaranteed to be used, and the impasse that has occurred over the last eight years about its maintenance would not be repeated. A win-win for both parties.

# View From the Chairman



As anyone who has visited the Atkins shed recently, progress on EECJS No. 189 over the last few weeks has been amazing, as detailed in Marcus Woodcock's restoration report. Behind the scenes there has also been progress. Some five years ago, when the work on No. 189 began, we realised there was a need to consult with an independent design authority as regards the methods for shortening its proposed new underframe, and how this underframe was to be attached to the body. We were fortunate to secure the services of Paul Molyneux-Berry of the Institute of Rail Research (IRR), and he has helped us over the years in this work. In September this work came to a conclusion, the technical file has been produced, and the carriage is passed fit to run on a heritage railway.

Also in September our five year Heritage Lottery Fund (HLF) grant came to an end. A key HLF requirement is a project Evaluation Report, detailing to what extent the project has met the HLF's 14 key criteria, particularly as regards how people have interacted with heritage. I'm pleased to report that our Report was accepted without question, and we have received our final HLF payment under this grant. If any of you would like to see this Report I'd be happy to e-mail you a copy.

To mark these milestones in No. 189's restoration, we decided to hold the 'Steam, Speed and Dining' audio-visual exhibition during the NYMR's wartime weekend this year. The exhibition proved to be a great success with 1600 visitors, and many favourable comments. We are indebted to Helena Fox, the NYMR's Education Officer, and Wendy Taylor, our Education consultant, for all their skill and effort in putting the show together. Because it was so successful we'll try and repeat it at some point in the future.

On the first Saturday in October we ran our special train in conjunction with NELPG, who kindly provided the Q6 to haul it. Just over 100 people travelled, and another splendid buffet was provided within the cramped confines of the GN saloon by Maureen Skelton and her team. Jim Kay and Dave Wellington kindly manned the bar in the Ryedale. We are grateful to all of them, and hopefully their task will be easier next year when we should have our buffet car No. 641 back in service. Also many thanks to the NYMR who provide this train free of charge to the Association.

## **More about the move of Gresley BTK No. 3669**

Some of you may have heard about the plan to move BTK No. 3669 to Kirby Stephen, and a word of explanation is required. When this carriage came to the NYMR some three years ago, it was a condition that the NYMR provided covered accommodation for it. If not, then the owners had the right to remove it to another heritage railway that could provide it, and then return it to the NYMR once there was a carriage shed. This right is now being exercised, and the carriage will be moving to Kirby Stephen later in November where it will be kept under cover either in their new shed or under the station's overall roof. It will return to the NYMR once there is a carriage shed, the immediate prospects for which depend on the NYMR's HLF bid.

Finally, I must appeal to all members for your assistance in approving the conversion of the Association to a CIO. You will find with this Newsletter the appropriate form – please sign it and return it as instructed as soon as possible. We need two-thirds of members to approve this, so please act now, immediately after you have read this, to save us having to send out reminders. Thank you in advance of your help in this, and as always, thank you for your support.

**Nick Stringer**



# Didn't we have a lovely day, the day we went to Grosmont?

*By Murray Brown*

What is hoped to be an annual event – the running of a members' train – took place on Saturday, October 6. It was the third occasion it has been organised. Top of the list for our thanks and appreciation for sanctioning it is the NYMR's General Manager, Chris Price.

This year saw the largest number of guests to date which isn't surprising considering how word has got around that it is a great day out. The running of the train is a 'thank you' to all LNERCA members who have supported the Association so well – this is reflected in the list of donations made in each Newsletter. We receive such marvellous support from members and this annual trip on the LNER set brings it home how many good intentions there are towards the LNERCA and its aims.

It is also a chance for the working volunteers to 'escape' for a day – and the only time in the year when we see them smart. This inevitably produces the usual jocular comments such as 'nice to see you've scrubbed up well', or 'is this the fancy dress competition, please?' and a new one for this year – 'I see you still shop at Mothercare'. All good fun!

There was an option for lunch – a delightful main course served on the outward run to Grosmont and a sweet or cheese and biscuits on the return. To say



100 not out and so is the carriage behind the locomotive – Saloon 43087 is 109 years old. After running round our special on arrival at Grosmont, the Q6 No. 63395 was the centre of attraction for photographs. *Photo: Rodney Towers.*



**Jim Kay (left) and David Wellington provided an excellent service as barmen. Jim's 'Ryedale' carriage, No. 43654, started life in 1935 as a Third Open. Converted in 1961 as an Office coach for one of the secret mobile control train sets, it was withdrawn in 1979 and went to the Yorkshire Dales Railway at Embsay. Here it was rebuilt as a First Class Open - with kitchen and bar. It came to the NYMR under Jim's ownership in 2006. Photo: Murray Brown.**

the catering was outstanding was an understatement. The quality, variety and, presentation was sensational and 'made the day' for all those who participated. Led by Maureen Skelton and her team of helpers, we cannot praise them enough for what they did and, as you can guess, preparations started days before the special ran

We must not forget barman Jim Kay – immaculate as ever in his waiter's uniform serving drinks in his Ryedale carriage – and to think this was once a derelict, forlorn ex secret mobile control coach, now transformed into a First Class open carriage, with kitchen and bar. He was assisted by Dave Wellington from the Thompson B1 Locomotive Society. The beer barrel appeared courtesy of the LNERCA's chairman, Nick Stringer and thanks go to him as sales swelled the funds.

This year, we had the privilege of having NELPG's 100-year old 0-8-0 Q6 No. 63395 do the honours in providing haulage and so it was a pleasure to invite NELPG members along as well as a 'thank you'. Amongst these was a top steam photographer from the past – Maurice Burns whose work has appeared in countless publications. We also were pleased to see Bob Gwynne, one of the curators from the National Railway Museum who is a familiar face on railway television programmes.

There was a break of an hour at Grosmont to allow a wander, convivial conversation and to sample the café before No. 63395 attacked the bank in true NER style.

This certainly was a day to remember. For those who regrettably were unable





**The catering team who did us proud on the day, with Maureen Skelton on the left. This was the sweet course - you should have seen the main course!**

to attend, do please see if you can come along in 2019 – we try to aim for the first Saturday in October and plenty of notice will be given in the Newsletter.

Finally, spare a thought for our intrepid varnisher, Russ Whitwam – he chose to stay in the Atkins shed, putting on the third coat of varnish onto ECJS No. 189. True dedication eh?

**What a privilege to have the centenarian in charge of the members' special. The Q6 No. 63395 is pictured in full cry at Green End on the return journey from Grosmont. *Photo: Maurice Burns.***



# A brief history

## *A pictorial review of the 'Steam, Speed & Sumptuous Dining'*



**Top right: Pantry with ECJS silverware.**

**Above: Your table awaits, sir, madam. Glass of Port?**

**Right: David Bain's drawing office comes to life - designing ECJS No. 189 and its three sisters.**

**Below: Through the years - pantry (behind the camera), David Bain's office, WW1 scenario and the sumptuous dining area at the far end.**

**Photos: Rodney Towers (2), Murray Brown (2).**



# ory of time

g' exhibition in ECJS No. 189 during the Wartime Weekend.

Lest we forget: The WW1 display, with the David Bain drawing office beyond.

*Photo: Rodney Towers.*

Below: The attention to detail put this exhibition in another league. ECJS menu and a vintage Claret. 1908 was a memorable year!

*Photo: Mags Woodcock.*



Above: Yes, you sir! Volunteer Malcolm Brown savours the superb accompanying graphics.



Left: Sumptuous dining - one day not too far away for real.  
*Photos: Murray Brown, Mags Woodcock.*



# **The life and times of Corridor Brake Composite No. 10178 - the coach which carried six numbers!**

*by Murray Brown*

**T**he story of this unique carriage includes running in the LNER's most famous train, ending its BR days as a stores van in remote Northumberland and having no less than six different numbers during its life span of over 90 years! Read on!

It was built by the LNER at Doncaster Works in 1924, one year after the formation of the London & North Eastern Railway. It was only one of two of its type – Diagram 34 – which besides the guard's compartment had two Third class and two First class compartments. Its intended use was for the new 'Flying Scotsman' sets built that year. Surprisingly, with only two being built, there must have been occasions when, due to maintenance and Works overhaul, another type of carriage would have been substituted.

## **The first of many numbers**

The carriage was allocated number 10178 until May 1925 when the practice of numbering East Coast Joint Stock vehicles in the series 101XX was abandoned and the vehicle was renumbered 1077.

During the mid 1930s (believed to be June 1936) it was taken out of East Coast stock, transferred to the Great Central section and renumbered 52181.

In the Thompson era renumbering scheme, the carriage was allocated



**Co-Founder member of the LNER Coach Association and its Treasurer for nearly 40 years, prominent York Area Group volunteer, John Hasler climbs aboard the Gresley veteran at North Blyth depot in 1979 during an inspection as to whether the York Group should bid for it. Photo: Murray Brown.**



**No. 041469 was pressed straight into service on arrival on the NYMR by the P.Way Department. Class 24 No. D5032 is the locomotive which, at that time was carrying two-tone green livery - something it never did whilst in BR service. Photo: Nick Carter.**

No. 10021 which was retained until withdrawal from passenger stock in October 1958 after being a working passenger vehicle of 34 years.

### **Twenty-one years in Departmental service**

It then was converted for Departmental use – with the Chief Mechanical & Electrical Engineer for use as a staff coach with breakdown trains for which it gained its fifth number – ADE 320427. The 'A' denotes CM&EE. First duty was at Starbeck shed, Harrogate, but Starbeck closed on September 14, 1959 so ADE 320427 was moved north to Blaydon shed. There it stayed until Blaydon shed closed on March 15, 1965 whereupon it then moved to Tyne Dock. This depot, too, closed (September 1, 1967) with the cessation of steam in the north east, so the homeless carriage was then despatched to North Blyth. It was here that it was downgraded to an Internal User vehicle, i.e. not allowed to leave the depot, and was used to store shunting poles and other depot equipment. For this role it was given the latest number in the Eastern Region Internal User fleet – 041469, its sixth and final number of its long life. This took place on April 5, 1979. What a come down from its debut into service when brand new.

### **A new life beckons in preservation**

However, after only three months, on July 14, 1979, it was declared redundant and withdrawn for the final time, being offered for sale by tender.

The York Area Group of the NYMR was on the lookout for a messing coach and 041469 fitted the bill nicely. The bid was accepted and the veteran carriage

**The former BCK was later given a coat of Engineer's red - pictured at Moorgates with a correctly liveried No. D5032. Photo: Alan Birkin.**



arrived on the NYMR in December 1979.

It was soon in use with the p.way department and is best known for the many hot meals served to volunteers by the former membership secretary, Bert Kemmenoe. For its NYMR role, it was painted red and departmental number re-instated, but this time, the 'A' was missing, leaving prefix DE (Civil Engineer Departmental Eastern).

### **Now waiting its turn**

After many years use, it was sidelined but, thankfully kept for many years under cover in the York Group's New Bridge depot. With no prospect of it being restored and the space it was occupying in New Bridge wanted to house the York Area Group's mechanised tamping machinery, it was offered at a most favourable price to the LNERCA to add to its growing list of desirable vehicles – desirable because it had First class compartments. It was pulled out of the warm confines of New Bridge depot, sheeted over, and has since been stored at the rear of Grosmont shed pending the day when restoration can start.



**A later repaint saw its BR Departmental number re-instated - a most unusual event for a 'preserved' carriage.  
Photo: Nick Carter.**



# Secretarial Report

**By Dave Cullingworth**

- **Conversion to CIO type Charity.**

Paid up members will have received a copy of the Constitution and a ballot form. I would encourage you to vote in this either by email or posting the form in the enclosed envelope. We need two thirds of the membership to approve the Constitution and enable the submission to be made to the Charity Commission.

- **The Perils of a Social Media Admin.**

The LNERCA has both Facebook and Twitter pages for which I am the admin. Social Media is not for everyone but is exceptionally important for a small group such as ourselves. We can provide quick news updates, notices of events and appeal for help and reach many other people and groups with similar interests. The benefits are that followers get news automatically and instantly in their news feeds. Uptake on Twitter has been slow although we are now followed by the Vintage Carriages Trust which has introduced new followers to our page. We have 38 Twitter followers which I am hoping we can increase that to 100 in the next 6 months. Twitter has limitation in the amount of text you can put onto a Tweet but can still post pictures and links to other web sites. Facebook has been more successful - we have 1087 followers. This page existed for a couple of years before Twitter, originally created by Gary Lyne. We can put larger updates and create events on our page and I share posts with other groups eg the 'Pickering C&W News - The Original' and 'Railway Carriage Preservation Discussion and Updates'.

I do receive a number of enquiries and requests through the Facebook Messenger application and there has been an unusual side effect as a consequence of the creation of the 'new' LNER Train Operating Company. For instance, I received this message from an LNER East Coast passenger:

Passenger: "Wonder if you can help me I was on LNER from Berwick-upon-Tweed to Edinburgh on Saturday 28th July I left a cross stitch with frame I got off at Edinburgh but nothing been handed in yet is there anywhere else I can try x".

My response: "Hi (name). The LNER Coach Association is a charity restoring old railway carriages from the previous incarnation of the LNER in the 1930s. The relevant Facebook page I think you need is LNER East Coast. Also did the train terminate at Edinburgh and have you tried contacting lost property there? Kind Regards".

Passenger: "Sorry, yes, terminated in Edinburgh phoned lost property, not handed in".

Then on the 17th August a family travelling from King's Cross to Edinburgh checked into our Facebook page and posted pictures of themselves sat on the train!

**Who would have thought passengers using the 'new' Government-owned LNER would mistake us for the national carrier? LNER missed a trick with its livery - it should have gone for 'Tourist' stock green and cream? Photo: Murray Brown.**



# Restoration progress

by Marcus Woodcock



With the triangular glue blocks and the inside of the teak panels having been painted in Aluminium primer, Nick Smith fits the first of the supporting plywood blocks between the half pillars. All this work is then hidden by teak matchboards. Indeed, so much work on the frame is covered over, that this hides the huge amount of time and effort expended.

## ECJS Restaurant Third No. 189

After weeks of delay the body mountings were complete by the end of August leaving precious little time to have No. 189 looking its best for the October 'Steam, Speed and Sumptuous Dining' exhibition during the wartime weekend. As usual, our volunteers pulled out the stops and completed an amazing amount of work in the time available, a big thank you to all those who have helped over the last few months.

The west side of the coach now has all its teak panels and beading fitted and all the glue blocks (about 150 per panel which hold it to the frame) bonded in place on the inside. The last of the repaired top panels are in and held in place by new waist and cantrail teak mouldings. The whole side was then rubbed down and the first four coats of varnish applied, it now looks superb. The east side is complete above the waist rail and sports four bottom panels and two cut to size ready to pin and block on. At this point disaster struck, we ran out of glue!

Our last few coaches have the glue blocks secured using a waterproof polyurethane adhesive. Because this product foams, the blocks all have to be secured by a panel pin to prevent the glue pushing the block away from the body frame leaving a weak joint. Mike Illingworth, one of our volunteer joiners, recommended a mastic used in boat building which is very strong and waterproof, but remains slightly elastic and stays in position without a pin. We decided to trial this on No. 189 and used our initial supply of tubes rapidly; on re-ordering our suppliers were all out of stock. By the time further tubes arrived, it was annoyingly too late to finish the side for the exhibition.

Inside, patch repairs were made to the floorboards, the pantry frame refitted and the corridor floor covered in 12mm ply. The hoopsticks were drilled for the wiring and refitted throughout the roof, Gordon Wells then wired the coach for through lighting, and the PA system (with hidden speakers).

Inside the pantry, the centre ceiling is refitted, teak matchboards are fitted

on the outer wall, the partitions covered with 6mm ply to protect the original decorative veneer panels and the dresser re-instated on the end vestibule wall. This is now varnished and sports new drawers with temporary brass knobs.

The small saloon has been transformed with a 6mm ply centre ceiling and two 3mm flexi ply sheets laminated together to form strong tightly curved outer ceilings. Enough of the original teak matchboards have been salvaged and fitted to the sides after several coats of varnish. Behind these, blocks were let into the frame to support the tables and chairs.

Neil Cawthorne has produced new veneered Maple panels for the walls; these were varnished and fitted using the old teak mouldings which will probably be replaced with new.

The new bevelled mirrors are trial fitted, brightening the interior with reflected light and a pair of temporary tables was made to display our ECJS dining service. All the droplights were fitted for the exhibition, these will be removed for further coats of varnish in due course.

### **CCT No. E1308**

Once No. 189 was ready for the exhibition, attention turned back to the CCT to waterproof it for winter. When the last section of boards were stripped from the south end it revealed a problem with the corner pillar – well, actually, it didn't because there was nothing there to reveal!

The bottom of the pillar is clad in steel which hid the fact that the oak frame had rotted away to nothing. New timber has now been spliced in and the steel replaced. The framing behind is in poor condition and has been patch repaired, ready for cladding in new T&G boards.

The new centre door is fitted with the old steel fittings transferred to it after cleaning and repainting; the end door is having its steelwork fitted and will be ready to go back when the end boards are completed.



**Mick Watson polishes the windows in preparation for the exhibition. Note the newly painted ceilings in place.**



**The first coat of varnish is applied on September 30 - Russ Whitwam wields the roller. The varnish is then brushed.**



# Are you will-ing to help?

There are three decisions you must take if you want LNERCA to benefit from your legacy. To state the obvious, carriage overhaul does not come cheap. In fact, it's getting more expensive, and as less volunteers are around to do the work, more and more work will have to be subcontracted out. This is why we are constantly seeking to raise money from wherever and whomsoever we can, and particularly from members' bequests.

These, therefore are the things you must do if you want the LNERCA to benefit from your legacy, and ensure London & North Eastern Railway rolling stock will continue to thrive for future generations.

First you must decide to make a will and do it. If you don't, and if you have no family, the proceeds from your estate will go to the Government. You may be happy with that, but most of us don't like paying taxes and giving the Government anything extra unnecessarily.

Next, you must decide how much of your estate you are going to leave to charities. Currently, if your estate is worth more than £450,000, your beneficiaries will have to pay inheritance tax on it. However, if you leave more than 10% of your estate to charities, then a reduced rate of inheritance tax applies. This means that your family, who in many cases would be your principal beneficiaries, will receive much the same as if you hadn't left the charities anything. This is a Government scheme to encourage legacy charity-giving. As a rule, I think that leaving 10% of your estate to charities is a reasonable course of action, but of course it's your decision.

Finally, assuming you've decided to leave something to charities, you must decide which charities and how much. This is where we hope that LNERCA is high in your thoughts. None of your legacy goes into paying admin and managerial staff, unlike with the big charities. It all goes straight into such a worthwhile cause – restoring our precious carriages for the enjoyment of future generations.

A big thank you to all of you who have already made a will with a provision for LNERCA. I'd love to hear from you, because knowing your decision-making process might be very helpful to others. Please feel free to contact me in confidence either by e-mail at [nicktringer701@btinternet.com](mailto:nicktringer701@btinternet.com) or on 01423 340331. I look forward to hearing from you.

**Nick Stringer, Legacies Officer.**

## Membership Matters

**Donations through membership account since July this year, including some more than once. Thank you all very much:** WJ Berridge,

Grantham; J Hasler, York; G Wells, Redcar; JC Dyas, Harrogate; B Pickup, Hove; J Banham, Sheffield; D Hewson, Barnetby-Le-Wold; R Burns, Falkirk; RP Houlton, Hull; MD Gill, Wilmslow; A&G Anderson, Peterborough; DA Young, Manchester; GR Hodgson, Royston; PW Small, Haverhill; D Fisher, York; KN Scully, Lincoln; C&S Rhodes, York; C Manning, New Zealand; M Braithwaite, Leeds; D Percival, Knebworth; MDH Pepper, Bournemouth; AR McIntyre, Ilford; D Caffal, Huntingdon; JR Anderson, York; MA Shepherd, York; K Richardson, York; R Pearce, Hartlepool; G Fairfield, Sunderland; L Little, Newark; MT Dawson, Duns; S Hoather, York; J Wood, Royton; BM Curtis, Bishops Stortford; M Gwilliam, Malton; B Ford, York.





## Sales Stand

***Your chance to get a bargain and support the LNERCA***

Over the weekend of September 22 and 23 the LNERCA had a sales stand at the York Steam Rally. This was a traction engine rally held at the farming museum at Murton, adjacent to the A64 York bypass. The NYMR's Kieran Murray of the Carriage and Wagon department was one of the organisers and thanks are due to him for our invite.

We learnt that we were to be located on the platform of the station of the Derwent Valley Light Railway, which is located in the museum grounds and has a short running line on the original DVL trackbed. This suited us, although a very indifferent weather forecast caused us some anxiety. It then turned out we were allocated a space inside one of the museum buildings next to the cafe, which suited us even better! Adjacent stands were the Lincolnshire Wolds Railway and the Goathland model railway layout which was promoting the Dame Vera Lynn appeal selling its range of merchandise. Also at the event was Wendy Taylor dressed in World War One uniform telling the tale of her Grandmother's service, along with a display of WW1 memorabilia. Wendy helped with the production of the Wartime Weekend exhibition which has since taken place in ECJS No. 189. Saturday was quite busy when we took three quarters of our £210 proceeds, the forecast for Sunday was bad but, in fact, apart from being a bit chilly, turned out to be a reasonable day. However, attendance was notably down. My thanks to Dave Cullingworth and Nick Stringer for helping to transport, set up and man the sales stall.



**Our professional-looking sales stand at Murton.  
Photo: Russ Whitwam.**

### **Can you provide any unwanted books?**

The following weekend saw our usual stand on platform 1 at Pickering during the Autumn Steam Gala weekend. Following these events we could do with a fresh influx of books and model railway items to sell. Both items do well for us, but the stock of books is now getting close to consisting of the picture book type general railway story which do not really have a resale market. We have to try disposing of them by having a 'free book with every purchase offer'. Any offers of quality books which you no longer browse or result from slimming down your collection would be most welcome, and would be going to a 'good home' i.e. raising funds for the LNERCA. If conveyance to Pickering is a problem, please contact me and we will try to sort something out.

**Russ Whitwam, Sales Officer.**

# NYMR Autumn Gala 2018

*The two guest locomotives both hauled the LNER set.*



**Above:** Severn Valley Railway-based 2-8-0 No. 2857 was paying its second visit to the NYMR. The eminently suitable machine leaves Goathland.

**Below:** 'Battle of Britain' No. 34081 92 Squadron from the New Valley Railway comes off Esk Valley Viaduct and approaches Green End. *Photos: Michael Anderson.*

