



Caring for Gresley coaches 2701, 24068, 24105, 43600 and 70759 on the Severn Valley Railway  
The Railway Station, Bewdley, Worcestershire, DY12 1BG

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## LNERCF NEWSLETTER No.2

### A CHANGE OF OWNERSHIP FOR 24068, 43600 AND 70759

1. The first two of these, Brake Corridor Composite 24068 and Tourist Third Open 43600, are running in the Teak Train. 24068 is fully restored, but 43600 awaits its interior enhancement with the 'Gresley touch', for which recipients of this newsletter will have been contributing via sponsorship and/or regular donations. In our previous newsletter we said we hoped to have some positive news about securing grant aid. However, after a deal of time and much effort,



neither the PRISM fund nor the Heritage Lottery Fund has been able to help this time. So we are largely dependent on the support of good people like you and our 'Parts Sponsorship Scheme'. This scheme is still open for 43600 and has so far raised a useful £2.2k towards the £8k required. Many more parts remain to be sponsored and, if you can help, fuller details and a dedicated sponsor form may be obtained from the Bewdley Station Shop or downloaded from our website at:

<http://www.lnersvrcoachfund.org.uk>

on the current funding available from the grant providers in today's economic climate, rather than from shortcomings in the project itself. In the absence of grant assistance, we have had to consider what other opportunities are open to the Coach Fund. Our Fund Trustees would like this and other projects to benefit from the tax efficiencies of Gift Aid. So, not being a charity itself, the LNER Coach Fund has decided to gift TTO 43600 to the SVR Rolling Stock Trust Company (Charity 1092723). The Trust Company has accepted this in principle, and the action to implement the transfer has been started. Once completed, future donations to the 43600 project will then be able to attract some useful Gift Aid. The enhancement project itself will be physically undertaken by our Coach Fund personnel working as SVR Rolling Stock Trust volunteers in a group within the Trust. That group will probably be known as the 'LNER



2. Our inability to secure grant for the 43600 work is disappointing, though this arose largely through limitations on the current funding available from the grant providers in today's economic climate, rather than from shortcomings in the project itself. In the absence of grant assistance, we have had to consider what other opportunities are open to the Coach Fund. Our Fund Trustees would like this and other projects to benefit from the tax efficiencies of Gift Aid. So, not being a charity itself, the LNER Coach Fund has decided to gift TTO 43600 to the SVR Rolling Stock Trust Company (Charity 1092723). The Trust Company has accepted this in principle, and the action to implement the transfer has been started. Once completed, future donations to the 43600 project will then be able to attract some useful Gift Aid. The enhancement project itself will be physically undertaken by our Coach Fund personnel working as SVR Rolling Stock Trust volunteers in a group within the Trust. That group will probably be known as the 'LNER Carriage Group' to distinguish it from the Coach Fund. The Coach Fund will remain in being as owners of the award winning Great Northern Corridor Composite 2701 and the Teak Train's wheelchair-friendly carriage Tourist Third Open 24105. It will also continue to raise 'trading' non-charity income through Bewdley Station Shop and other means to help finance future projects.

3. Having decided to transfer 43600, the Coach Fund also considers it sensible to transfer Pigeon Van 70759 (see left), again in order to gain Gift Aid tax benefits from donations and sponsorship for that much bigger project

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to restore and convert 70759 to become the main Brake Third in the Teak Train.

4. And to make a useful package in the SVR Trust Company's portfolio, we are including restored Brake Composite 24068 within the gift wrapping. This will give the Trust its first Gresley carriages to add to its collection.

5. Fuller information about the SVR Trust's work and aims can be found at:

<http://www.svr-rollingstocktrust.org.uk/index.html>

6. Those recipients who are members of the Severn Valley Railway should be able to read a fuller article about our Coach Fund's activities in the next edition of *Severn Valley Railway News*, issue of which is imminent.

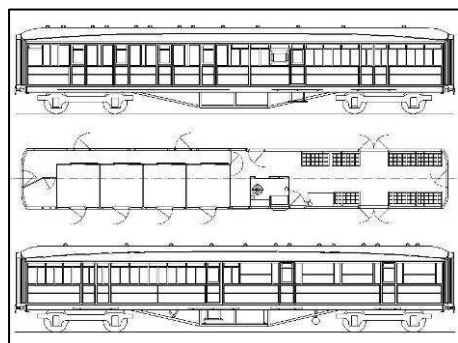
7. Readers may notice the subtle change in terminology from 'Coach Fund' to 'Carriage Group'. What, you may ask, is the difference between a coach and a carriage? On good advice from the Chairman of the Gresley Society, we understand that Sir Nigel Gresley and the London & North Eastern Railway built railway *carriages*, whereas everyone else built railway *coaches*. We stand corrected!



## PROGRESS WITH PIGEON VAN 70759

8. Built in 1943, this vehicle has many signs of being built as cheaply as possible from such materials as were available in wartime. Traces of rather thin varnish have been found on doors and exterior framing, this probably being the original external finish and unlikely to have been applied with usual LNER thoroughness.

9. These difficulties appear not to have affected 70759's longevity in active service. Subsequent events have however taken their toll. For much of its BR service 70759 would have conveyed the appropriately named BRUTE trolleys, the acronym standing for 'British Railways Universal Trolley Equipment'. These were wheeled steel cages. They had sharp edges and were very heavy, particularly when laden with parcels. Battered and broken doors, dislodged and split hinge posts, and even a displaced corner of the guard's compartment, are all the result of BRUTE damage. The pictures show 'before' and 'after' one such repair now made. After withdrawal in 1973, the carriage spent 30 years in "static preservation" serving as a book store for the publishers, David & Charles, near the main line at Newton Abbot in Devon. It was positioned against a wall and had little maintenance. With one side permanently damp, rust, rot and woodworm were thus able to take hold of the ends, floor and body sides to an extent not previously seen in LNER Coach Fund projects.



10. As a result, although almost complete as a pigeon van, 70759 needs major repairs to the doors, body framing, guard's compartment, floor and roof. We are currently doing what we can by way of conservation and repairs with limited resources pending some serious fund-raising. To give it a revenue earning capacity and make it suitable for SVR use, 70759 is to be altered to carry passengers (probably in accordance with Sir Nigel Gresley's 1940 order). Essentially we will be following LNER Diagram 114, a four compartment Corridor Brake Third. The major difference will be the guard's compartment. In accordance with standard LNER practice, carriages to Diagram 114 accommodated the guard at the extreme end, in a cold and draughty corner.

But our SVR guards will benefit from retaining the current heated cabin, from its days of service as a parcels van.

*LNER (SVR) Coach Fund, August 2010*

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