



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



**Caring for Gresley coaches on the Severn Valley Railway  
The Railway Station, Bewdley, Worcestershire, DY12 1BG**

**Coach Fund President:** David Williams    **CF Vice Presidents:** Tim Godfrey FCIM, F Inst D, FFB and Mick Haynes  
**Trustees:** Hugh McQuade (Ch), Stewart Clark, Mike Cranmore, Richard & Doris Gunning, Richard Hill, David Massey, Tom Root, Roger Stockman

**LNERCF & LNERCG NEWSLETTER No.3**

- HEADLINES:**
- # CHANGE OF OWNER FOR THREE CARRIAGES
  - # NEW ORGANISATION - NEW LOGO - NEW OWNERS' PLATE
  - # NEW ACQUISITION
  - # ORDER FOR 70759's TEAK PANELS

**WE'VE BEEN BUSY WITH THE PAPERWORK**

1. As anticipated in our August Newsletter, we can now confirm that our teak carriages 24068, 43600 and 70759 have been transferred to the SVR Rolling Stock Trust Co Ltd, a registered charity. This helps secure their long term future on the Railway. It also opens new opportunities for tax-efficient Gift-Aided donations towards our current projects. The improvement scheme for TTO 43600 and the major restoration of Pigeon Van 70759 will be physically undertaken by the Coach Fund personnel working as SVR Rolling Stock Trust volunteers in a department of the Trust. That department is to be known as the 'LNER Carriage Group' to distinguish its rôle from the Coach Fund. The Coach Fund will remain in being as a fund raising body and as the owners of the award winning Great Northern Corridor Composite 2701 and the Teak Train's wheelchair-friendly Tourist Third Open 24105. But our personnel will be common to both the Coach Fund and the Carriage Group.

2. One important aspect of the change is that the vehicles concerned need to be clearly identified as the property of the Rolling Stock Trust. A Coach Fund condition of the transfer was that this should be done in keeping with the LNER origins of the vehicles. Accordingly we have designed an LNER-style owners' plate to be affixed to the three carriages. The proposed design is shown alongside and, by referring to the LNER (SVR) Coach Fund, this also preserves the carriages' restoration history.



3. These changes have taken a while to set in place, and we still have some work to do on the banking arrangements. But the new working arrangements are in place, and the LNER Carriage Group has a new logo (see above) to identify its distinct rôle as a department of the Rolling Stock Trust. There is already a strong commonality of aims and interests between the Trust and the LNER restorers, not least as we share to same Chairman and Secretary. Fuller information about the SVR Trust Company's work and aims can be found at: <http://www.svr-rollingstocktrust.org.uk/index.html>

4. Up-to-date information about the Coach Fund and the new LNER Carriage Group can be found at: <http://www.lnersvrcoachfund.org.uk/> and <http://lner.svr-rollingstocktrust.org.uk/>

Either address will take you to a shared website covering all aspects of the SVR teak train, though full details of the ownership changes have yet to be added.

**OUR 'NEW' GRESLEY CARRIAGE ... ..**



5. What you may ask, as did the transporter driver, do we want with a 'heap of scrap' like this? This is 70442, a steel-panelled Gresley Bogie Brake Van (Pigeon) built at York in 1941 to Diagram 245. We have acquired this vehicle from the Great Central Railway in a swap of Gresley Pigeon Vans between the GCR, the Lakeside and Haverthwaite Railway and ourselves. In this the GCR has gained a vehicle with a known history of its use in wartime ambulance trains and in better condition for restoration. The L&H Railway has disposed of a surplus vehicle releasing much need extra space. And we on the SVR have gained an extra set of Gresley bogies suited to the high service mileages here, along with a number of useful spares. Most importantly, these include a carriage frame in much more restorable condition than that currently under 70759, plus several doors, and two gangways.



6. The major part of our current time is engaged in breaking up the redundant parts of 70442 – which is what you might describe as a 'fully air-conditioned' vehicle complete with a pigeon escape hatch through the hole in its roof! Once the body has been dismantled, the frame will be shot-blasted and painted ready to receive the body from our project Pigeon Van 70759. The badly corroded frame of 70759 will then be broken up retaining the bogies and other usable spares.

## PROGRESS WITH PIGEON VAN 70759

7. Conservation and repair work has been progressing steadily within our available resources. The guard's compartment has now been substantially rebuilt, and the hand brake column is being repaired. A long section of rotting cantrail (the top wall framing member along the length of the carriage) has been replaced, together with several other frame repairs. And, after stripping off the old paint and restoring the glorious warmth of varnished teak, the first of the smaller teak panels have been reattached at the brake end.



8. Further substantive work will need to await the transfer of the body onto to restored frames from 70442. Meanwhile we have in preparation a fund-raising appeal for the major costs of this £50k project. As a taster of the objective, here is an interior shot of the corner of a smaller non-corridor pigeon van as restored on the North Norfolk Railway.

## TEAK ORDER FOR 70759

9. Some good news. We have located a sustainable source of teak for 70759's expensive panelling and have placed an order for this in the confident expectation of finding willing sponsors. We shall be looking for some 'significant sponsorship' for the project as a whole – the teak panelling alone will cost the best part of £7000 ...

10. Some less good news is that 60163 TORNADO will not now be visiting the SVR over Easter. The reason is a more extensive winter maintenance programme than expected. Further information may be found on the AI Trust's website at: - [http://www.ai-steam.com/index.php?option=com\\_content&view=category&layout=blog&id=1&Itemid=123](http://www.ai-steam.com/index.php?option=com_content&view=category&layout=blog&id=1&Itemid=123)

11. We'll close with a 'Happy New Year' for all our supporters.

*LNER (SVR) Coach Fund*

*January 2011*

*LNER Carriage Group*

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