



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





A Department of the
SVR Rolling Stock Trust Co Ltd
Registered in England No. 4341280

Caring for the Trust's Gresley Carriages on the Severn Valley Railway
The Railway Station, Bewdley, Worcs. DY12 1BG
<http://lner.svr-rollingstocktrust.org.uk>

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The Railway Station, Bewdley, Worcestershire, DY12 1BG

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



LNERCF & LNERCG NEWSLETTER No. 11

NOW THAT WAS SOME LNER-THEMED GALA!

GALA HIGHLIGHTS -

- Despite SVR's apparent inability to headline it, this event celebrated Britain's longest-ever restored LNER varnished teak train formation in the heritage era – the first time with eight carriages.
- A4-hauled in authentic 1930s art-deco livery of Garter Blue with red wheels and gold leaf numbers.
- First run in public service of the magnificently restored LNER kitchen restaurant carriage No.7960 – making the eighth vehicle in the 'longest-ever' restored teak train.
- The presence of the Gresley Society Trust's preserved N2 in its Great Northern Railway apple green along with the delightful J72 69023 in its BR apple green creation – recalling its days as Newcastle's station pilot.
- An N2/J72 double-headed teak train.

Your editor was in his 'seventh heaven' with so many scenes recalling childhood memories – from which he had originally contracted the 'incurable disease'. There were moments when Kidderminster serendipitously echoed King's Cross in steam days, with an A4-hauled express impatiently awaiting departure and an N2 fussing with the empty stock of an incoming train.

A4 4464 BITTERN looked truly magnificent in its correct Gresley LNER livery and valences over the wheels. Why has it taken so long to reproduce this design icon on a working A4? Your correspondent even received photographer complaints about the A4 not being in 'cowpat green'! One individual asked that the driver make some black smoke when departing. But Gresley's A4s, and certainly those with Kylchap chimneys, usually have a clean white exhaust – if they are being fired and driven professionally. Black smoke equals inefficient combustion.




Personalities present included Peter Townend – author and former King's Cross shedmaster accompanied by his former 'oppo' from Newcastle; Dick Hardy – railway author and LNER/BR operating career; Peter Neesom (formerly a TORNADO 'minder', now with BITTERN); and Tim Godfrey, grandson of Sir Nigel Gresley and our Vice President.

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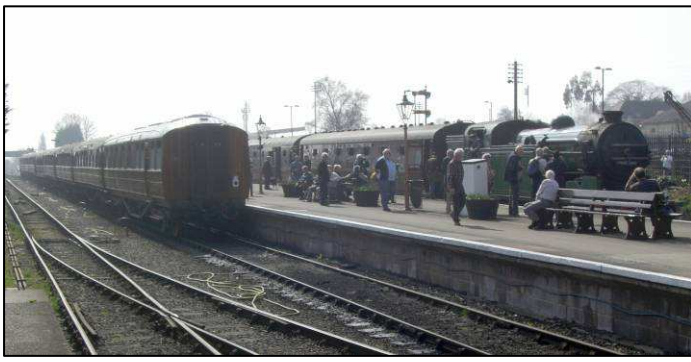


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King's Cross in the 1950s? (Well almost!)



The J72 and N2 pose side by side at Kidderminster



Our Vice-President Tim Godfrey by the A4 -- Tim and his wife Ann enjoy 7960's first day -- Eight teaks and a blue A4!

GALALAUNCH FOR THE LATE PHIL JAMES' SUPERB 7960 RESTORATION

LNER kitchen restaurant carriage 7960 made its début appearance in passenger carrying service after a painstaking 21 years of restoration. This vehicle has to be seen to be appreciated. It carried its first passengers for over half a century on Friday 23rd May. The pantry and kitchen remain to be completed. We think there are now funds for these works, so that 7960 can once again to provide the service it offered on the Aberdeen-Inverness line in its LNER and BR days. We were also honoured that Phil's widow and some of the family were able to join 7960 over this special weekend.



- From this

.... to this



LNER Carriage Group

March 2012

LNER (SVR) Coach Fund

Websites with information about the Teak Train and current developments can be found at:

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

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

<http://lner.svr-rollingstocktrust.org.uk/>

Either of the second or third addresses takes you to a shared website covering all aspects of the SVR teak train.

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