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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. 12

### SVR SPRING STEAM GALA

The latest edition of the *STEAM RAILWAY* magazine (401) gives a generous report on the Gala. It covers the historic eight carriage teak train and the first coupling of a valenced garter blue A4 with a teak train for some seven decades. Mention is also made of our special visitors, including Tim Godfrey (LNERCF Vice President), Peter Townend (former King's Cross 34A Shedmaster) and Richard Hardy (former Doncaster apprentice and Woodford Halse Shedmaster).

### ALAN PEGLER RIP



Alan Pegler, the man who saved *Flying Scotsman*, passed away in March aged 91. His purchase of 4472 in 1963 was arguably the catalyst that sparked others into preserving artefacts of the former LNER and its constituents. Although his purchase of 4472 frustrated the aims of a group that had been saving hard to buy an A3 Pacific, it did in turn lead to the formation of the Gresley Society. That Society, now a charitable trust, subsequently saved one of Sir Nigel Gresley's N2 0-6-2 tank locomotives – GNR 1744 that graced our March Gala. The Society went on to save one of the *Coronation* beavertail observation saloons and a stylish buffet carriage from the 1938 *Flying Scotsman* stock. The pictures (L to R) show early days of the preserved 4472: – (1) on the first stage of its journey to its ill-fated American venture; (2) one of its first steam specials leaving Paddington; and (3) on a 1964 Gresley Society special train at York. This latter was probably the last BR train composed entirely of Gresley carriages, albeit by then in lined maroon livery.

Our own work here on the Severn Valley Railway is a continuing part of that heritage history.

### BARROW HILL 'FAB 4' EVENT – 13<sup>th</sup>-15<sup>th</sup> April 2012



This event is relevant because three of our Spring Gala visitors – the A4, N2 and J72 – were on display. The event brochure included a picture of *Bittern* on one of its record-breaking SVR Teak Train runs (above left). And there was a superb line-up, though sadly minus *Flying Scotsman* with its continuing overhaul problems. It is probably seventy years since two garter blue valenced A4s have stood alongside each other – last possible in the early days of World War 2.

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## SPONSORSHIP, 43600 & 52255 UPGRADES & OTHER TEAK TRAIN WORK

Our thanks are due to all our contributors – with a special welcome to those recently joining us, either by regular standing orders or parts sponsorship. We thought we should report progress on the interior upgrades of the two Tourist Third Open carriages, 43600 and 52255.

Sponsorship moneys for **43600** continue to make progress, the total received at the date of this newsletter being donations of £5825, which with Gift Aid will produce a total of £6640. If you travel in the Teak Train you might well ask what is happening on the 43600 improvements, as the vehicle interior still looks a bit like an old shed – certainly by comparison with the rest of the set. Despite appearances, progress is being made behind the scenes. The new mirrors are in store at Kidderminster. Fitting these and a few missing coat hooks will start soon when traffic and volunteer availability allow. The luggage rack brackets have been chromed, thanks to sponsorship by the SVR South East Branch, and are being polished (another £700 not covered by bracket sponsorship). The intention is to undertake the more fundamental improvements such as the new seating, reupholstery and lights, when the Teak Train set becomes due for its next general overhaul in Kidderminster Works. Hopefully this will be in 2013, once the current programmed work on the ‘blood and custard’ Mark 1s is complete.

Meanwhile in **52255**, as well as the already-fitted mirrors, coat hooks and LNER-shape tables, work is proceeding on fitting the new luggage racks. This is time consuming and has to be accommodated within the regular maintenance cycle of the LNER set. The first long rack was put up by a team of four over two days in mid-April, not without its difficulties. The second has been painted and awaits a ‘fitting window’. Once the remaining racks are in place, 52255’s upgrade work will be complete for this year. Coincidentally BR 4550’s appearance has been improved by swapping its few ex-LNER tables into 52255.

Kidderminster Works has also been (1) upgrading the door locks throughout the Teak Train, with only GNR 2701 to be done; and (2) rebuilding all of the LNER lavatory cisterns to eliminate decades of hard wear and reliability problems. The Works now has two working spare cisterns plus a ‘kit of bits’ as a basis for a third working spare. **70759** now has some refurbished interior panelling, a few more varnished panels and some new toplights ...



## THE SVR ROLLING STOCK TRUST COMPANY & AND A WIDER REMIT

With the aim of extending its remit, the SVR Rolling Stock Trust Co Ltd is currently considering changes to its constitution and its name. This would allow the Trust Company, without compromising its current activities, to support a wider range of projects than has previously been considered possible. Early in May there is to be an Extraordinary General Meeting of the Trust Company to consider these changes and, if thought appropriate, to pass the necessary Special Resolutions of the Company. The Charity Commission has been consulted on the proposals and has given its approval. If adopted at the EGM, the changes would expand the Company’s remit to include SVR infrastructure including station buildings and other artefacts.

**LNER Carriage Group**

**April 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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