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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  
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## LNERCF & LNERCG NEWSLETTER No. 16

### NEWS OF THE 70759 PIGEON VAN PROJECT

The 'Peep Behind the Scenes' event on 21 & 22 July was an opportunity to show visitors the progress on this project to create a Gresley Brake Third. This necessitated a major tidy-up of the interior to allow public inspection – thanks to the Wednesday Gang for undertaking that – 70759's interior is rarely ever this tidy! It also gave the working team a first sight of the work done to date over the full length of the railway side of the vehicle.



Observant readers will see we now have two doors fitted in the widened corridor section. One of the pictures shows a door at its trial fitting stage.

Progress with the body widening has reached the stage of the framing along the full length of the corridor section now being in place, with the first of the refurbished small upper teak panels being fitted. Since the 'Peep' event the first large corridor window glass has also had a trial fit.

The railway side guard's doorway has its new aluminium threshold plate – and the door its first varnish after removing 69 years' of old paint.



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## 70759's NEXT MAJOR EXPENSE (1)

The next big costs facing us will be paying for the large teak panels for the lower body sections. The order has been confirmed, and the teak is currently in Yorkshire. We expect to receive it later in the year and will have to find space to store it and prepare the panels for fixing to the body sides and ends. Unfortunately the panels will be delivered with a large bill attached for around £10k, of which we have sponsorship so far for about £2k. So now is the opportunity to sponsor the panel or panels of your choice – details of what is available and the sponsorship prices are at:

<http://www.svr-rollingstocktrust.org.uk/LNER/70759.html>

At the foot of that webpage there is a downloadable PDF file illustrating the items available and a sponsorship form.

## 70759's NEXT MAJOR EXPENSE (2)

Another looming problem has been identified in 70759's roof timbers. These are attached to steel hoops to create the shape of the carriage's roof – these steel hoops can be seen in the pictures above. The screws that fix the roof timbers to the hoops have corroded. So the integrity of wood behind the hoops is compromised and would not stand up to fixing with new screws. After much thought we conclude that the only solution is to fit a new roof with new wood. It is too soon to say what the total cost might be. The wood alone would be around £2k (half of which cost already has a sponsor). But the major cost will be the labour to fit the new roof, as the work will have to be done under cover.

The most practical option is to have the work done under contract by SVR's Bewdley Carriage & Wagon staff. The cost of such a contract is uncertain but could potentially run to five figures ...

The timing of such work is pencilled in for the winter of 2013/14.

## PIGEON TRAFFIC ON THE RAILWAYS



It is not now generally understood that the carriage of racing pigeons by train was once a major railway traffic. All the railways operated special trains for this. These were given high priority as livestock was involved. Express trains consisting entirely of Pigeon Vans were common, and these ran with powerful mainline motive power – see the picture of ex-LMS Pacific No.46266 *Duchess of Norfolk* on such a 1963 train in Scotland.

We were reminded of this traffic by one of our visitors during the 'Peep' event, who told us that such traffic included taking birds to France to fly back to the UK. Coincidentally, we have had our attention drawn to a recent press cutting where a Leeds racing pigeon owner sent some of his

birds to France to race home to Leeds. All arrived back safely except one, which was later identified as having reached the Bahamas, several thousand miles away across the Atlantic. Some feat for a pigeon! One does just wonder whether our feathered friend might have hitched a lift on a passing ship!

## THE GRESLEY GRAVES AT NETHERSEALE

Correction to Newsletter 15: Members of the nearby Battlefield Railway maintain the graves at Netherseale, rather than the Gresley Society. See information on that line at: <http://www.battlefield-line-railway.co.uk/>

**LNER Carriage Group**

**July 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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<http://www.easyfundraising.org.uk/svrrstc>

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<http://svrrstc.easysearch.org.uk/>

\*\*\*\*\* SEE HOW TO SET UP THESE TWO WEBSITES AT: \*\*\*\*\*

<http://www.svr-rollingstocktrust.org.uk/PDFs/Easysearch+Easyfundraising.pdf>

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