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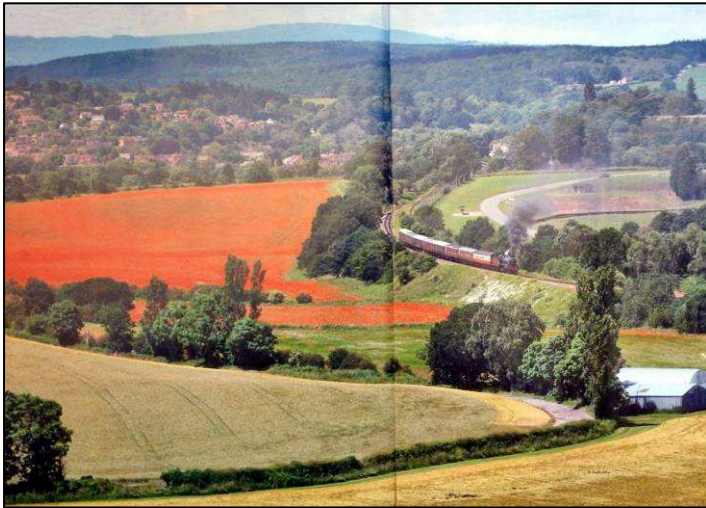
A Department of the
SVR Rolling Stock Trust Co Ltd
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Caring for the Trust's Gresley Carriages on the Severn Valley Railway
The Railway Station, Bewdley, Worcs. DY12 1BG
<http://lner.svr-rollingstocktrust.org.uk>

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The Railway Station, Bewdley, Worcestershire, DY12 1BG

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LNERCF & LNERCG NEWSLETTER No. 17

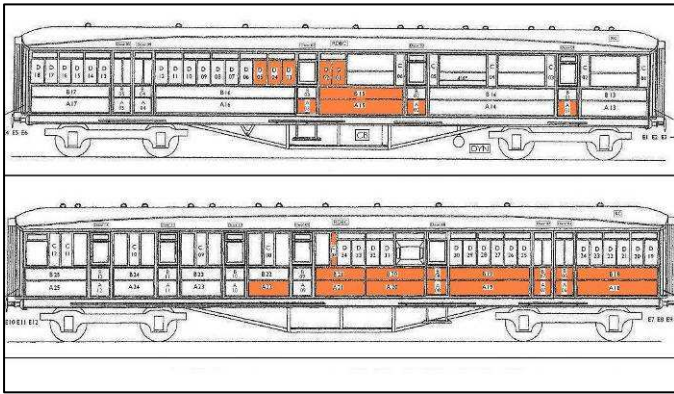


THE TEAK TRAIN AND POPPIES

Steam Railway No.404 (July) published this delightful, double page image as its 'Gallery Mastershot'. The picture was taken by photographer Bob Green. The reproduction here shows the LNER Teak Train passing the wonderful display of poppies earlier this year in the fields near the West Midlands Safari Park. The locomotive is LMS Mogul 42968 – and there is an interloper BR Mark One coach immediately behind the engine and ahead of the current seven teak train carriages.

Our work on 70759 will allow the Teaks to run as a complete eight vehicle train.

70759's NEXT MAJOR EXPENSE - TEAK PANELS



The coloured areas in the diagram show the panels that have been sponsored so far – nearly £3k with the addition of Gift Aid. The ordered teak will cost some £10k. Now is the opportunity to sponsor the panel or panels of your choice – details of what is available and 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.

Meanwhile, as a trailer, the picture shows the first lower panel (B15). This gives a tempting hint of how the vehicle will look as it progresses. This panel is one rescued many years ago from a Gresley vehicle being broken up at Long Marston. It already has a sponsor. The inset shows the grain beauty in the darker area at the top right end of B15.

Other panels await your name and donation ... Email gresley@gotadsl.co.uk to check current availability.

SPONSORSHIP LATEST

All the listed parts for 43600 are now sponsored, and the final sponsorship certificate has been issued. Here's hoping our estimating has been robust! Some £10.7k has now been raised for 43600 (including Gift Aid). The comparable total for 70759 currently stands at £8.4k – a long way to go for a project ultimately likely to cost around £70k ...

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70759 HISTORICAL NOTES

When finished, 70759 will be an interesting vehicle containing many 'recycled' parts from other Gresley carriages. As well as the teak recycled from 70759 itself and the Long Marston carriage, it already contains reused teak from 7960 (the Kitchen Composite used between Aberdeen & Inverness), Buffet 643 and Brake 70442 (which also donated its frame). Among the mix, too, is teak recovered in the 1990s from the cargo of a ship which sank in the Irish Sea in the First World War (some of which was also used in our Great Northern Composite 2701 project).

As well as the Aberdeen-Inverness link, passengers in the completed 70759 will be in the company of wood that has travelled in the LNER 'Cambridge Beer Trains', excursion trains from Liverpool Street to Spalding and other eastern destinations, and parcels traffic on the Highland Railway line from Inverness to Kyle of Lochalsh. The evidence for the latter was in the chalked marks on 70759's 'pigeon basket' shelving when we acquired the vehicle. These included marks for 'Achnasheen - Ullapool - Stornoway', 'Strathcarron' and 'Kyle of Lochalsh' – unlikely choices for casual 'enthusiast musings'. 70759's Kyle line experiences may well have been its last, leading to its withdrawal with door damage.

"DOORS *R* US"



70759 needs twelve functioning varnished teak doors, some to the original brake van profile and some to the wider bodied passenger section profile. Many of its original doors are badly damaged and, if they are to be reused, need a great deal of work to put right. The pictures show (L to R) (1) one of the doors already partially refurbished (the lighter panel is temporary plywood for weather protection); (2) an unrestored door (the flaking paint indicating plywood rather than teak); (3) three doors either partly restored or to be parts donors; (4) another unrestored one; (5) 'work in progress' to remove 70 years' worth of old paint, rot and other damage to create something serviceable; and (6) the sort of problem encountered and repaired – in this instance rot and damage caused by rusted screws in an earlier LNER/BR repair. Seemingly, Amazon and Sainsbury's don't stock replacement Gresley carriage doors. So there are hundreds of hours' work to get a usable set of teak panelled doors.

Sponsorship is available for all twelve doors at £500 a door ... If the restorers of the Gresley QuadArt set could get sponsorship of a similar amount for **every one of the 58 doors** in that project, then we should be able to achieve this for our more modest twelve.



LNER Carriage Group

August 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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