



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



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

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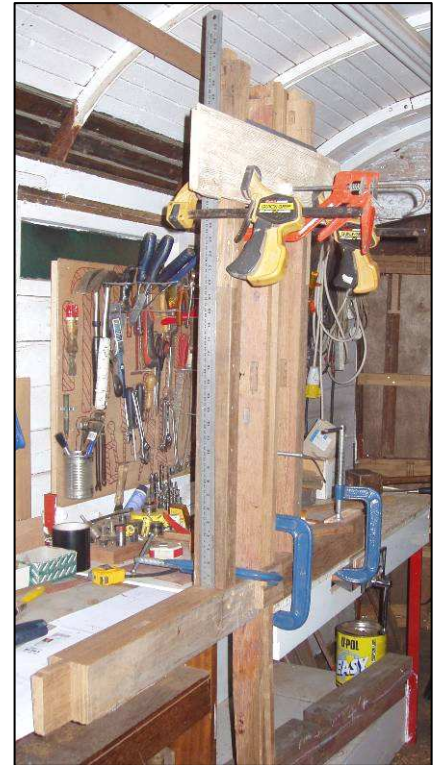
## LNERCF & LNERCG NEWSLETTER No.20

### 70759 DEVELOPMENTS



#### 1 - NEW CORNER POST (picture on left)

It may not look very dramatic, but this is a fundamental part of 70759's structure, and a new post had to be made. It has a complex shape with the curves associated with the end of the vehicle and the corridor profile. Much labour was expended in creating it, though most passengers travelling in our restored Brake Third will scarcely notice it or be aware of what was entailed in its fitting. This installation has allowed a move on to rebuilding the end walls on each side of what is currently the north end corridor connection. ('Currently', as we hope 70759 can be turned sometime in the next few weeks to allow better access for the rebuilding and panelling of what is now the 'town side', and which at present lies atop a steep embankment.



#### 2 - COMPARTMENT-SIDE FIRST FRAME SECTION

The picture on the right shows the first section of the framing under construction for the compartment side. The tall upright holds the bulkhead, and the two outer uprights hold and edge the top teak panel and the quarter lights.



The frames for the latter will become more obvious when the door posts are attached to the ends of the stringer.

The picture also shows, in the background, part of the rebuilt framing for the end wall section by the corridor connection - see '3' below.

#### 3 - END FRAME REPAIR

These two pictures show an interesting 'before' and 'after' comparison. This is the current 'town side north' end wall. The picture on the left and the inset illustrate the situation on removal of the original panelling and show the extensive rot, particularly in the cross members. The second picture shows the repaired framing ready for panelling.



#### 4 - MATCHBOARDING

A start has been made on fitting the corridor match-boarding - the wood for which has cost an unwelcome £1k. The picture shows the first section part-fitted prior to staining and varnishing. These match-boarding stages have to be completed soon as we need the adjacent floor space for other purposes.

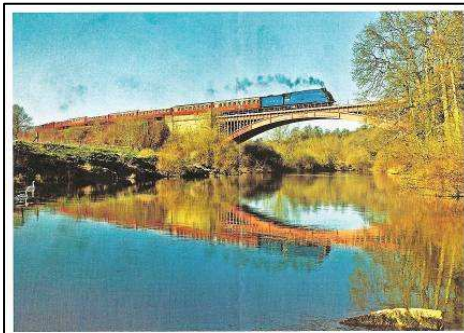
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## ROOF VENTILATORS

We are overhauling the thirteen roof ventilators in readiness for when the roof repair is done. One of these interestingly has the lettering 'LNE' embossed on the casting. Others we have found (though not yet for this vehicle) have a more usual 'LNER' lettering.



LNER Gresley A4 Pacific 4464 "Bittern" crossing the Bridge (courtesy SVR)

## CLEARLY A JOURNAL OF TASTE

The picture here is an extract from the Bewdley Civic Society's autumn newsletter. Clearly its editor knows a good thing, as the picture (one of Bob Green's from the SVR News 178 centre spread) shows our Gresley teak set hauled by A4 BITTERN in its 'as-built' 1930s livery at the SVR's Spring Steam Gala. The article in the Civic Society's newsletter item was one marking 150 years of the Victoria Bridge over the Severn at Arley.

## POSTCARD SALES

Doris and Sue have a wide range of postcards on sale in the Bewdley Station Shop. These cover local Bewdley scenes as well as SVR locomotives and carriages. Sales benefit our restoration work. So if you want a souvenir or are a collector, call and see if we can meet your needs.

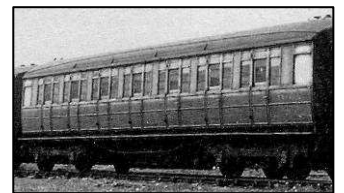
One of the recent additions shows a beautiful shot of Britain's longest restored Gresley teak train at the SVR Spring Steam Gala hauled by A4 Pacific BITTERN in its current 1930s condition in garter blue livery. The picture was taken by one of our supporters, James Bryan. Thank you, James!



## OFFICIAL VANDALISM



This picture makes an interesting comparison with that in the new postcard. It is from a British Film Institute production about tourism in Scotland and shows a train on the West Highland Line consisting of Gresley teaks in early nationalisation days. The first carriage is in the then new British Railways livery of carmine and cream adopted in the late 1940s. This never suited the Gresley teaks and rapidly became shabby and dirty as the paint did not adhere well to the varnished wood surface (see picture on right). Here on the Severn Valley Railway we can now enjoy the 'proper' livery for these vehicles once again!



**LNER Carriage Group**

**October 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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