



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

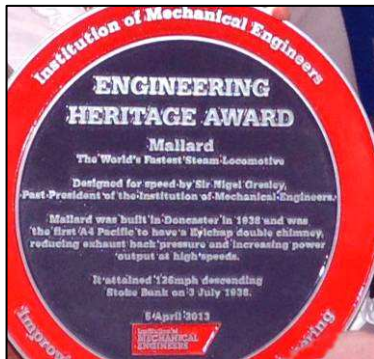


Caring for Gresley carriages on the Severn Valley Railway
The Railway Station, Bewdley, Worcestershire, DY12 1BG

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

LNERCF & LNERCG NEWSLETTER No.28

TIM GODFREY ATTENDS NATIONAL HERITAGE AWARD FOR 'MALLARD'



The IME Award



Tim Godfrey, Helen Ashby NRM & John Wood IME



Tim Godfrey's ITV interview on MALLARD's footplate

Tim Godfrey, grandson of Sir Nigel Gresley and our LNER Coach Fund Vice President, was among those attending a special ceremony at the National Railway Museum on 5th April. This was to mark the Institution of Mechanical Engineers' presentation to A4 *MALLARD*, the world's fastest steam locomotive, of the 82nd Engineering Heritage Award. The presentation date also marked the anniversary of the 1941 death of Sir Nigel Gresley, the locomotive's designer and a past president of the Institution. The formal presentation was made by John Wood, chairman of the IME's engineering heritage committee, to Helen Ashby, NRM Head of Knowledge & Collections.

In presenting this award for engineering excellence, John Wood commented that "The A4 Pacific class locomotive *MALLARD* is one of the most iconic engineering artefacts of the 20th Century and an example of British ingenuity at its very best. Sir Nigel Gresley showed extraordinary ambition and vision in designing this locomotive." Engineering Heritage Awards have been made for a wide range of other artefacts, including the Falkirk Wheel, the Jaguar E-type car and HMS Belfast. An ITV report on the presentation, including some 1930s archive film, may be viewed at:

<http://www.itv.com/news/tyne-tees/story/2013-04-05/mallard-has-receives-national-heritage-award/>

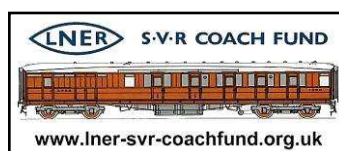
The ITV report includes an interview with Tim Godfrey on *MALLARD*'s footplate, along with some most interesting family photographs (below) showing Tim as a small child with his Grandfather (@ Tim Godfrey).



SVR MEMBERS & SHAREHOLDERS WEEKEND - 20TH & 21ST APRIL

Thank you to those who came to see 70759's progress and to our new newsletter readers. A handy £45 was raised.

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MALLARD 75



...THEN THERE WERE TWO. The build-up continues for July's gathering of all six preserved A4s, marking the 75th anniversary of *MALLARD*'s 126 mph record on 3rd July 1938. Class A4 *MALLARD*'s fellow class member 60008 *DWIGHT D EISENHOWER* is now alongside 4468 in the NRM after its repaint into British Railways 'cowpat' green.

... WITH A THIRD currently in preparation at Shildon. This is No.4489 *DOMINION OF CANADA*, on loan from Exporail. The Canadian Historical Railway Association had hoped 4489 would be restored to 'as built' condition when the engine was donated to Canada in 1966. But finance then would only permit a very basic 'no frills' repaint into standard BR green (one of the reasons why '*CANADA*' looked so scruffy on its return to the UK). That is now being corrected, and 4489 will emerge in its full Garter Blue glory with the bright metal numerals and trimmings. This livery represents the pinnacle of Gresley's A4 concept. Also being restored to its rightful place is the bell carried by 4489 in its single chimney days. Exporail have sent a bell actuator, which will allow us to hear it ringing again. It had been deactivated in its BR service days, after an incident when the bell got stuck in 'ringing mode' and could not be stopped.

More information about MALLARD 75 at: <http://www.nrm.org.uk/mallard75>

(Pictures from YouTube)

70759 UPDATE



Work progresses on the remaining teak panelling. What will eventually be the toilet compartment

has now gained its frosted glass window along with a finished corner post (1st picture). Fitting refurbished panels inside the brake end is nearing completion (2nd picture). A hefty task has been fitting stronger framing to hold to heavier electrical regulator suspended under the carriage – the new red steel brackets in the middle picture. Work on the panels and doors on the 'town side' presses ahead (4th picture). And a small piece of 'prettification' is the black gloss paint on the battery box beneath the carriage (r/h picture). Aside from all that, life is pretty quiet.

VOLUNTEER JOB OPPORTUNITIES

Doris and Sue are still looking for help to run Bewdley Station Shop.

CORRECTION – The early edition of Newsletter 27 referred to the Japanese tsunami. The reference should of course be to the 2004 Indian Ocean earthquake and tsunami, which affected the teak growing areas.

LNER Carriage Group

May 2013

LNER (SVR) Coach Fund

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

<http://www.svr-trust.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.

- Support the Severn Valley Railway Charitable Trust (Charity 1092723) for free when shopping online with over 500 popular retailers including Amazon, Next, M&S, John Lewis, Comet and many more that make donations to our Charity when you buy through this site: <http://www.easyfundraising.org.uk/svrct>
- For a similar free benefit to the SVR Charitable Trust (Charity 1092723) use the 'easysearch' search engine earning a halfpenny for each search, now regularly producing more than £1 per week <http://svrct.easysearch.org.uk/>

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