



<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), Mike Bristow, Stewart Clark, Mike Cranmore, Colin Griffiths, Richard & Doris Cuning, Richard Hill, David Massey

LNERCF & LNERCG NEWSLETTER No.29

UPDATE ON 70759

The next big step is 70759's move into Bewdley Carriage Works for the roof renewal work. We have some donations to help with this and have ordered the wood. We are also seeking some grant help for this unplanned but necessary expense. Meanwhile work continues on other fronts to advance the project. This includes: ♦ designing the new WC water tank (*now ordered, cost £1.45k, as yet unsponsored*); ♦ making and fitting window blind carrier channels; ♦ repairs to old damage in some of the exterior woodwork; ♦ bedding-in and beading compartment windows; ♦ fitting plywood panelling for the rexine covers at the compartment seat ends; ♦ preparatory work on the brake-end interior panelling to reduce the risk of corrosion in the screws; ♦ paint removal from teak door ventilators before their varnishing. We are also: ♦ refitting the guard's brake column and wheel (ready for the move to Bewdley C&W); ♦ have hung the town side guard's door; ♦ and the panel beading is being made. The pictures show some of these. No peace for the wicked!



↑ **Danger! Artist at work!**
(Rembrandt, aka Mike Bristow, rust-proofing screw heads)

And this is how the 'ugly duckling' of 70759 looked on its first arrival at Bewdley in June 2005

Supported by the



MALLARD 75 – 4489 NOW ARRIVED AT THE NRM, YORK!

From this (45 years wear on a basic primer+u/c+top-coat 'quickie' in 1968) To this



(Pictures from YouTube, taken at Shildon)



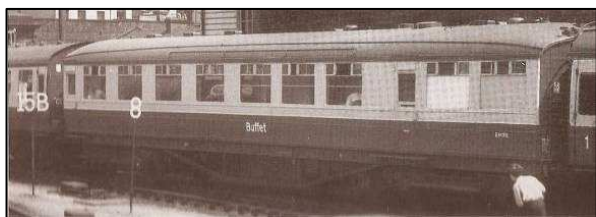
The centre picture shows what a 'proper' A4 should look like - complete with all Gresley's ultimate trimmings as fitted to the 1937 'Coronation' locos and some subsequent A4s. Great thanks are due to the *Friends of the National Railway Museum*, who have put up the bulk of the finance for this inspirational restoration. But why has it taken so many decades to have this accurate perfection of a beautiful 20th Century *art deco* design icon – the pinnacle of Gresley's brilliant concept? Even MALLARD's finish doesn't quite make it! In your editor's eyes, slapping BR cowpat green on the A4s in the nationalised era was like to giving Leonardo da Vinci's *Mona Lisa* a 'hairdo perm' makeover ...

Lucky Canada to have such a gem! Must it really go back after the 'MALLARD 75' events?

If you want to see more, look at the following *YouTube* link. (Meanwhile our group is hatching a plan to hijack 4489 and hide it in Bewdley's Mount Pleasant Tunnel – whoops, should have kept quiet about that!)

<http://www.youtube.com/watch?v=ze1KmYUFKIk&feature=youtu.be>

4489's repaint has revealed some interesting details, the most significant being that markings indicate the majority of loco parts are original to 4489. One exception was a copy of the *Daily Express* for 11th February 1963 found behind the Fireman's seat base, a little dry and charred after 50 years! (ED: *Might this be one of yours, David?*) The replica cab side crests are the work of *Heritage Painting's* signwriter, working from an original in the Doncaster Grammar School Collection. Adjacent is a picture showing the corridor in the tender – Gresley's simple but effective way of crew changing on the London-Edinburgh non-stop runs.



SVR's LNER BUFFET CAR No.643 IN BR DAYS

Here's an interesting picture, found in Nick Campling's book of Historic Railway Carriages. It shows our SVR Gresley Buffet Car No.643 still in front line service in British Railways 'corporate livery' days. This picture was taken by that book's author at King's Cross in July 1969 on a Cambridge Buffet Express arrival.



"WHY DON'T WE PAINT OUR TEAKS IN BR LIVERIES?"

Visitors sometimes suggest our teak train should be in the post-nationalisation BR painted liveries of 'Blood & Custard', Maroon or Blue & Grey. This picture shows why this is something we'll never want to do. Paint simply doesn't adhere well to an oily wood such as teak. British Railway's vandalism of the tried and tested varnished teak finish frequently finished up looking like this! So it is unlikely to happen on SVR.

LNER Carriage Group

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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 and many more that make donations to our Charity when you buy through this site: <http://www.easyfundraising.org.uk/svrct>
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