



**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  
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**LNERCF & LNERCG NEWSLETTER No.3 1**

**PUTTING IT ALL BACK TOGETHER AGAIN!**

It's been a busy time since 70759 went into Bewdley C&W for the roof renewal. At first, as the old roof was removed, the work was destructive rather than constructive. But we've turned the corner, and re-assembly is under way.

We have had some good support towards the cost of the roof work from sponsorship and gifts in kind. And we have been greatly helped and encouraged by the grant now also awarded from the SVR Guarantee Company – the members' wing of the 'SVR family'. That Company has approved a grant of up to £8k towards the final costs of this unwelcome extra expenditure on the project. A big 'Thank You' is due to SVR Members!



And what a wise decision it was to 'bite the bullet' and embark on a rebuild of the roof. As the pictures show, there's not much left of the 1400+ war-time screws after the depredations of the rust moth – the lower *l/h* picture shows a corrosion-free replacement screw for comparison. All 32 steel hoops supporting the roof have been taken off the carriage, de-rusted, repaired, repainted and re-erected.



A support plate has been made for the new stainless steel water tank, and this is now in the roof space awaiting its brackets and the fitting of the tank (*r/h picture*).

After several repairs to the roof timber framing, we can now see the first stages of fitting the new roof timbers. Great care is needed to set up the centre line of the first of these, and here we are in the good hands of

Marsh Kirby who is one of SVR's professionals in this department. The first timbers were aligned in place on 4<sup>th</sup> September. Below are pictures showing the early progress – including the tricky section at the carriage end where the traditional Gresley roof forms an elegant downward curve.



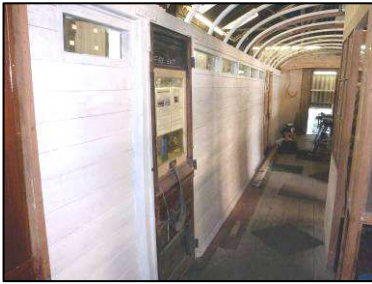
Once all the roof timbers are in place, the roof will get its canvas covering. This is laid on a compound that can perhaps politely be described as 'gloop', though there are a few 'more robust' names for this substance! Despite the innocent description of 'Roof Canvas Bonding' on the tins, this is one of the most disgusting fluids on the planet. It is foul in appearance, texture and smell and gets everywhere and on everything. But it forms a good base to receive the canvas and ensures a long life for the protection that the finished canvas gives from the elements. The final stage will be coats





of the famous Gresley white roof paint.

While 70759 is under cover we are also doing some necessary work on the corridor ends and erecting the teak panelling there. These panels need careful fitting in conjunction with the roof timbers. They are applied to a complex curved shape, and particular care is needed to avoid splitting the precious teak. The r/h picture shows the temporary fit to allow the panels to 'learn' their new shape. Beading and varnishing will follow later.



Further work is being done to the Guard's compartment, and a start has been made on applying primer to the wooden wall panelling at the brake end of the carriage – the aim here being to restore the pigeon van/brake end before progressing to the compartments.

And, with winter and its weather peeping over the horizon, the opportunity to apply more coats of protective varnish to the body sides is too good to miss while we have 70759 under cover. The resultant extra coats can only be described as stunning. These two pictures give a glimpse.



## NEWS OF GRESLEY TOURIST THIRD OPENS 43600 & 52255

We are as anxious as our sponsors to get the improvements finished to complete these two TTOs. They can then emerge from their forthcoming overhauls complete with their enhanced interiors. Revised seat-end formers have been designed to give the seating more of a Gresley style. An order has been placed for the formers to enable fitting to take place after the Christmas/New Year running period. Supplies of 'rexine-style' fabric are also imminent.



## CONGRATULATIONS TO OUR FRIENDS ON NYMR!

This picture shows Gresley Diagram 114 Brake Third No.3669 being delivered to Pickering earlier this year, following its superb 10-year restoration from an empty shell in poor condition. The carriage is close to its launch into North Yorkshire Moors Railway service. This is another important milestone in perpetuating the heritage and history of the LNER and Gresley eras. NYMR guards may, however, have cause to envy those on SVR, who will have 70759's heated compartment rather than the usual draughty corner.

**LNER Carriage Group**

**September 2013**

**LNER (SVR) Coach Fund**

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

<http://www.svrtrust.org.uk>   <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>

- For a similar free benefit to the SVR Charitable Trust use the 'easysearch' search engine earning a halfpenny for each search, now regularly producing more than £1 per week

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

