



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



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

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.38

NEW POSTCODE FOR BEWDLEY STATION

Please note that, following SVR's 'head office' move to Kidderminster, Bewdley Station has a new post code.

If you need to write to the LNER Coach Fund or Carriage Group or to our shop, our revised address is:

Bewdley Station Shop (via VLO), Platform 1, The Railway Station, BEWDLEY, DY12 1DP

2015 CALENDAR & OTHER NEW ARRIVALS IN BEWDLEY STATION SHOP

Phil Jones has produced another cracking calendar for 2015 featuring more of his wonderful pictures of steam in the beautiful British countryside. Many are taken on the SVR. These make excellent Christmas presents, and sales help our restoration work. Order forms are available by email if required. Our Shop also has some new lines, so do call in.



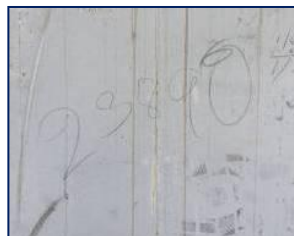
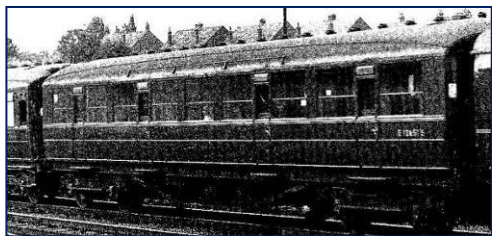
PROGRESS WITH THE BRAKE THIRD

Much progress is being made with the corridor screening. The main screen wall has been stained and varnished to protect the surface, and the compartment sliding doors are being trial-fitted. The roof framing for the toilet vestibule end is ready to receive the ceiling panels. But much remains to get all this to the 'finished article'. Other work in hand is installing seemingly endless miles of cable for the lighting circuits and the related trunking. Building the compartment walls and much fitting out work remain.

So we still need a great deal of your support through sponsorship!

NUMBERS, NUMBERS, NUMBERS

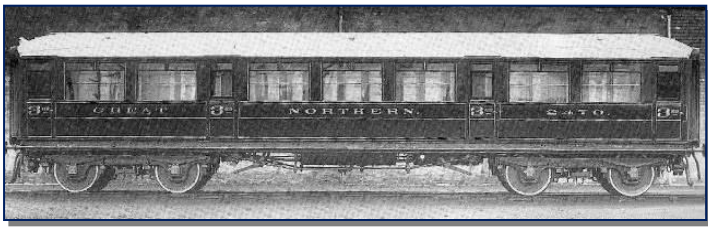
Among current tasks is cleaning paint and varnish from the four compartment sliding doors. Numbers chalked inside two rexined corridor door panels proved to belong to a single vehicle that had used these doors in a former LNER life. These numbers also coincide with the imprinted numbers on the edge of one of the doors. A trawl through Michael



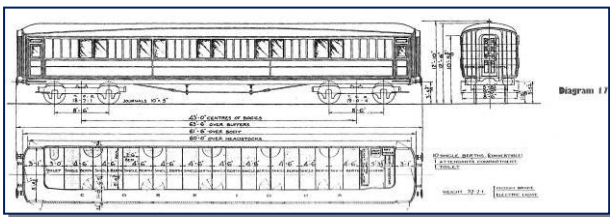
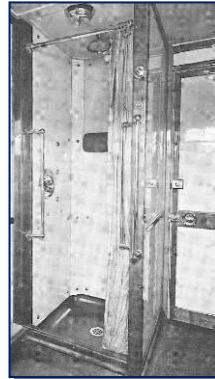
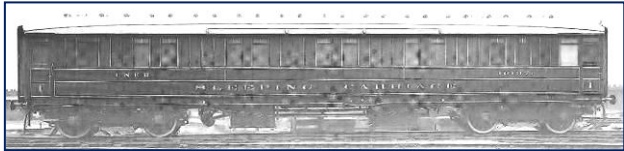
Harris' book 'LNER Carriages' (1995) proved fruitful. Both doors had originally been fitted to a 61'6"x9'3" Diagram 115 compartment third built in 1935 by the Birmingham Carriage & Wagon Company. Its original number was '23890', becoming '12322' under the vast 1943 renumbering. Also of interest is the original LNER rexine, the colour of which has been preserved behind the (later painted) panels, possibly since first fitted new nearly eight decades ago.

Readers might wonder how these two doors came to be on the SVR. They had arrived in what is now the restored LNER Kitchen Restaurant car 7960. On withdrawal of that carriage from public service it became a BR departmental vehicle, being modified for that use with a corridor and compartment section.





A third sliding door seems likely to have a Great Northern Railway origin. This door revealed number '746' with a separate '6' suggesting it was the door for compartment six. Study of GNR carriage numbers has not revealed a direct match. But 'nearby' numbers (728, 743, 745 & 761) were all applied to GNR gangwayed 3RD class corridor carriages to Diagram 248D or similar – see illustration. We cannot be sure that the lists include withdrawn carriages of similar design – nor can we rule out an error of sorts, given GNR's haphazard numbering system. So, maybe, carriage 746 was part of a batch of GNR Diagram 248D batch of gas-lit seven-compartment 3RD class vehicle built in 1913, that being the build year of carriage 745. Our 746's embossed toplight glass might also suggest the door is from an even older vehicle.



Another find is a former LNER sleeping car compartment door, just right for use in our Brake Third's corridor. This has '1268' stamped in it, confirming it came from a 10-berth Sleeper First (SLF) to Diag.17 of 1925.

At 61 '6" x 9' 0", that carriage was as long as the other SVR Teaks but three inches narrower (standard at the time).

Berths were made in single compartments with connecting doors securable from either side, allowing double compartments as needed. Also shown is the inside of a 1930 sleeper berth. The door by the shower (another LNER innovation) is of our type but with a different lock arrangement. Although the door in the photo shows its panels painted white, our 1925 door appears to have been "dark varnished" from new. The door was recovered from a post-war "control train", so 1268's withdrawal as a sleeping car was likely around 1958/9 after over 30 years front line service. For that new rôle the door was altered from a compartment to a corridor door by removing the security locks and adding blocking to the "privacy rebate" which houses the original compartment number '4'. A nice relic from a very early LNER carriage and in exceptional condition for an 89 year old. What stories this door might be able to tell from its past! It would have covered overnight workings between King's Cross, Newcastle, Edinburgh, Glasgow, Fort William and Aberdeen as well as potential use on the former *Northern Belle* rail cruises that offered week-long holidays touring Scotland for the well-to-do in the 1930s.

BRAKE THIRD SPONSORSHIP

70759 BOGIE OVERHAUL: Good and enthusiastic progress is being made at Kidderminster though, sadly, we have to report there was no response at all to last edition's appeal for funds to finance the new bogie bolster guide plates (4 at £184 each) or for machining the spring hanger bolts (one at £140 and four at £120).

TEAK PANELS: Just one 'B' panel (£75) remains, along with two 'C' panels (£40) and five 'E' panels (£80/£90 each).

If you can help please email the newsletter editor at: gresley@gotadsl.co.uk

AND FINALLY, OUR BRAKE THIRD IS FINISHED...

... But only in '00' scale! Illustrated is the modelling work of Sam Blacktop, one of our restoration team. And what a splendid job he has done! It is in BR's later maroon livery, which suited Gresley stock better than the earlier cream and red. But, after years of patiently cleaning acres of paint off our beautiful teaks, we've no plans to adopt Sam's option for the 'twelve inches to the foot' versions.



LNER Carriage Group

September 2014

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/>