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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
Trustees: Hugh McQuade (Ch), Stewart Clark, Mike Cranmore, Colin Griffiths, Richard & Doris Gunning, Richard Hill, David Massey

SPECIAL LAUNCH SUPPLEMENT TO NEWSLETTER No.43

Two exceptionally well restored Gresley carriages were launched on 9th May – albeit some 200 miles apart. This Supplement contains a selection of pictures of both events. Your editor has been assisted in this by the photographic skills of Bob Sweet, David Mead and Mike Cranmore, each having kindly agreed to the use of their material, which is acknowledged against the relevant items. All pictures of 3669 are by the editor.

(1) LNER KITCHEN RESTAURANT 7960

This carriage is in the safe ownership of the SVR Charitable Trust. It made its first run as a fully operational Kitchen Restaurant Car in a special evening Charter on 9th May to mark the 60th birthday celebrations of a valued member of the Trust, John Leftwich. No.7960 ran with restored LMS Open First No.7511 to provide for some 72 guests. The interiors of both these carriages have been finished to a very high standard, and together they offer the SVR great scope to develop a 'super diner train' concept to attract high value charter business. Let us hope this is the first of many such high profile bookings to enhance the reputation of the Severn Valley Railway.



Bob Sweet



David Mead



Mike Cranmore



These two pictures (by Bob Sweet) show the beautiful table settings on the day.



This fine picture (right – David Mead) shows the charter special leaving Kidderminster with Bulleid Pacific Battle of Britain Class No.34053 SIR KEITH PARK hauling an eclectic mix of LNER, GWR, LMS and BR stock – nicely reflecting the varied historic operational stock that runs on the SVR.



Rarely to be seen by the public is the new kitchen equipment that the SVR Charitable Trust has installed with the help of generous donations. The selection of pictures below shows some of this. All were taken by David Mead who has been closely involved with this stage of the restoration.



None of this wonderful vehicle's launch would have been possible without the many years of devoted work, much at personal expense, of the late Phil James. Phil saved 7960 from the decaying wreck shown alongside and completed much of its body and interior restoration, though sadly his early death meant he never saw it run as an operational vehicle. This collection of pictures pays tribute to Phil's foresight and dedication.



(2) LNER BRAKE THIRD 3669

This carriage was built in 1930 by the Birmingham Railway Carriage & Wagon Company to LNER Diagram 114. After withdrawal from passenger use, it became the riding van for the Healey Mills breakdown crane. In preservation it spent time at Embsay before moving to a farm near Bridlington for restoration to start. It moved to the North Yorkshire Moors Railway in 2013 for completion of this work. The carriage was formally launched into NYMR service by Tim Godfrey, grandson of Sir Nigel Gresley, at a Pickering Station ceremony on 9th May before an audience of LNER Coach Association members and supporters and other invited guests. The pictures below give a flavour of the day and of the exceptional high standards achieved by the restorers – again working initially from an empty shell. At Grosmont the well known A4 Pacific SIR NIGEL GRESLEY looked on approvingly at the achievements of the LNERCA and the presence of his grandson Tim with his wife Ann marking and celebrating the wonderful restoration! Forward LNER!

