



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



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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  
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## LNERCF & LNERCG NEWSLETTER No.49

“70759 IS DEAD! LONG LIVE 24506!”



.....And our Brake Third is looking rather glorious as it all comes together as a complete vehicle.

The spirit and much of the material of 70759 still lives on in the modified carriage, particularly in the restored brake area. But its number '70759', from the 1943 LNER renumbering scheme and starting with a '7', indicated a passenger full brake van. That clearly no longer suits the Brake Third as modified to meet SVR operating needs. So we looked for something suitable and plausible that would fit such a conversion, had it been undertaken by the LNER itself. After the 1939-45 War the railways were desperately short of rolling stock following the wartime deprecations and lack of investment. So they might well have looked for ways of remedying this using the limited resources available at the time.

There are precedents for converting carriages to different layouts to meet changing travel needs. One such was a Doncaster-built 1907 Brake First to GN/NE Diagram J12 subsequently rebuilt as a full seven compartment first in 1911. 1907 also produced a GN/NE Joint Brake Third No.15 with two compartments but built within a full brake body-shell. The latter vehicle also had a corridor on the 'reverse side' of the carriage as the guard's area was central, as in 24506.



Our Brake Third in some ways reflects the LNER's 1939 vestibuled Brake Thirds to Diagram 114, which ran numerically from 24490 to 24509. One of two wartime casualties in that series – 24506 – was destroyed by enemy action. So it made some sense to use this number as a hypothetical replacement but to a variant 'Diagram 114A' layout.





There are differences between the standard Dia.114 and our Dia.114A. For example, our carriage's corridor runs along the opposite side of the compartments – as in the GN/NE vehicle mentioned above. This was to allow the existing enclosed central guard's compartment to be retained and restored. That contrasts with the usual LNER Dia.114 arrangement with the guard in an open area at the end of the vehicle. SVR guards have long complained about their small but open, draughty guard area in 24068, which often thongs with passengers, buffet trolleys and push-chairs. So we decided the right course was to retain 70759's authentic enclosed cabin facility – both to help our SVR guards and to restore it as an original feature of the vehicle. The innovative LNER could conceivably have modified a surplus pigeon van in this way to create an economic replacement for the lost 24506.

If you would like to see a superbly restored original Dia.114, one exists on the North Yorkshire Moors Railway, recently and wonderfully brought back to life by our Yorkshire colleagues in the LNER Coach Association. This vehicle – No.3669 – is one of those to appear at the York National Railway Museum's 25<sup>th</sup> March–8<sup>th</sup> May *Flying Scotsman* 'Service with Style' Exhibition as an example of travel experience on the East Coast Main Line in the steam era. There is a modest pre-bookable charge for this – see details on the NRM website link below. The second link is to photographs of 3669's restoration. Our May 2015 Newsletter 43 and supplement covered the launch of 3669.

See: <http://www.flyingscotsman.org.uk/events/> & <https://www.flickr.com/photos/lnerca/albums/72157629022429171>

## LED LIGHT BULB APPEAL

Thank you to those good souls who have already responded to the appeal for the purchase of LED bulbs to improve the lighting in the Gresley Teak Train. At the time of issue some £370 has been raised, to which the SVR Trust will be able to add the benefit of Gift Aid. To assist with similar donations, a donation form is attached.

## RENEWING 43600's ROOF CANVAS



We have now started the big task of replacing the life-expired roof canvas on Tourist Third Open 43600. This is being done as a volunteer-led project in Kidderminster's Carriage Shed – which has its own unique microclimate especially in freezing weather. The first stage of stripping the old canvas has proved rather challenging in the winter cold.

## 7960 AT UNVEILING OF SIR NIGEL GRESLEY'S STATUE

On 5<sup>th</sup> April there is to be a formal unveiling of the Gresley statue at King's Cross. Included in the special display will be a streamlined A4 (60009), the GNR-liveried N2 former King's Cross 0-6-2T suburban tank (1744) – both in light steam in KX's Platforms 7 and 8 – along with the SVR Trust's Kitchen Composite (7960). No.7960 is here shown in Kidderminster Carriage Shed awaiting its moment in the public eye.



## INTERESTED IN JOINING US?

We'd like to strengthen our team of volunteers. Attached is a 'job description' and how you can apply to come and join us. Whatever else, you'd be assured of good company and never have time to be bored. Working in our team is the perfect way to get plenty of exercise without all those avoidable health club costs.

**LNER Carriage Group**

**February 2016**

**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/>