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

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LNERCF & LNERCG NEWSLETTER No.53

PIGEON BRAKE THIRD 24506

Work continues in Kidderminster Carriage Works to finish this carriage for operation as the main brake vehicle in our Gresley set. Completion date and the final bill for the workshop costs are awaited. Sponsorship, including the most recent for the steam heat pipe (thank you, Roland), has so far raised an impressive £48.7k, which with gift aid and the grant for the new roof means a total raised of £68k. More opportunities still await you, and every little helps!

24506's body is complete apart from some toilet reassembly once a vital piece of its below-floor 'plumbing' arrives from the makers. The mechanical overhaul is proceeding, but the pace is slower than hoped because of a staff vacancy.



The steam heat has been completed, tested and passed fit. The draw and buffing gear has been refurbished, the handbrake mechanism bushed and pinned, and an overhauled pair of vacuum brake cylinders fitted on refurbished pivots to work through refurbished linkage. The rusted platework above the centre bogie castings has been replaced with new, whilst a badly bent bogie pivot pin has also been replaced (maybe the result of a rough shunt in BR days). The dynamo and electrical regulator have been exchanged for a freshly overhauled set. The gangways have also been refurbished and are being fitted meaning that 24506 looks externally complete. But it still rests on its accommodation bogies pending fitting of its overhauled pair. 24506 is due to be completed and released to traffic by the end of July, when it will replace the very tired 24068 in Set N.

43600 BACK IN SERVICE

As reported in Newsletter 52, 43600 is back in service. With the clear evidence of movement in the roof boards causing splits and leaks in its 30-year old canvas (now resolved) it has been decided that 20-25 years should be the maximum expected life of these roof canvases.

52255 PROGRESS

Work continues with Tourist Third Open 52255's major overhaul and interior improvements. Three months ago it was beginning to look unlikely to make its date with *Flying Scotsman* in September. However a supreme effort by the Paintshop staff, SVRCT apprentices, volunteers, the LNER gang and Martin, our French intern, has brought it along to the point where, barring unforeseen disaster, it will be smart and serviceable. The lining and livery may not be complete (a common wartime feature), and the toilets may not work. But it'll be presentable, watertight (we hope!) and with an improved 64-seat saloon interior.



After the frame and panel repairs described in the latest edition of *SVR NEWS*, all the exterior panels and beading have been refitted, all windows replaced, the roof made sound and re-canvassed (the old one was 35 years old and just as bad as 43600's), and the fittings are going back. Internally the ceiling has been made secure and painted, new lino laid, 'Rexine' applied to the walls, and the reupholstered seats are being installed. The new wall lamps and the new donated pictures (thank you, George) are being installed. Meanwhile the refurbished vestibules are in their tasteful caramel and teak paintwork. If time runs out on the livery, it'll be completed later in the Teak Train's ongoing refurbishment programme.



POSITION ON OTHER TEAK TRAIN CARRIAGES



Brake Composite 24068 also has a leaking roof from the 'loose planks' syndrome causing canvas splits. This is particularly annoying as its canvas is only 15 years old and so should have been good for another 5-10 years. To minimise further damage it will be withdrawn from service as soon as 24506 is ready, only reappearing for the *Flying Scotsman* and *Pacific Power* events. Its overhaul is scheduled to span the Christmas 2016 period, and we hope to smarten up the compartments with new upholstery on refurbished/new seat cushions. This will include new donated pictures (thank you, Neil) and, as a bare minimum, a good clean of the walls and ceilings. At its initial

restoration in 1980, sapele wood was used as a teak substitute for some exterior panels on cost grounds. Last time round a few of these were replaced with teak where they had rotted. The others will be examined and replaced if in poor condition, or stained to match the others if they can be expected to last until its next overhaul in another 7 years.



Wheelchair 3rd Open 24105 has now been in traffic for 19 years needing very little 'TLC'. But it too is leaking, mainly through the window frames, and would be withdrawn from service now if it could be spared. It will be withdrawn after the Christmas 2016 service for its overhaul to commence and will follow 24068 through the paintshop. Although the roof appears sound, canvas replacement is felt prudent given its 20 years age. The reproduction LNER seats made and fitted in 1996 have not stood the test of time, and these will be replaced with the now SVR standard "Gresley profile" seats based on the durable MkI structure. Quotations are being sought for a new set of ends to an updated style (based on those in 1920s vintage Diagram 27 series of Open Thirds); the related ironwork is already under construction. Otherwise, it needs a good tidy inside,

some new paint, and exchanging the BR-pattern wall lamps for the LNER-style ones obtained a couple of years ago.



Tourist Third Open 43612 is due for its overhaul after 24105; it should be complete by mid-summer 2017. Apart from its 30-year roof canvas, it appears sound. Internally the BR wall lamps will need exchanging for LNER-style version. We do have a set of LNER luggage rack brackets to replace the BR Mark I type currently fitted. But this is a time-consuming job and will depend on available resources. Most of the teak panels on this carriage are of poor appearance either through bad splits following "wild" grain patterns or failed jointing of narrow panels to make wider ones. We've enquired, but unfortunately our Moors LNERCA colleagues don't at present have the teak available to

supply replacements. So these panels will have to do for the next seven years. LNERCA are attempting to source a log, and once a price is available we expect to launch a "panel appeal" for this otherwise very attractive carriage.

GREAT WESTERN RAILWAY 'TOAD' BRAKE VAN 17410



'Toad' 17410 has been plated to identify its new owner. The SVR Trust is to launch a fundraising initiative to raise £10k to restore 17410 within 3 years. Donations will be sought plus a parts and materials sponsorship scheme.

Now partially dismantled for survey, it appears that most of the exterior woodwork and the floor need to be replaced (middle picture), together with about 75% of the veranda steelwork (third picture). Fortunately most steelwork associated with the cabin should be repairable. A volunteer has agreed to bush and pin the brake linkage, and work has commenced. In addition to the new side doors (making of which was covered in Newsletter 51), work has also started on a new pair of opening windows for the non-veranda end. The guard's seat has been repaired and is at Kidderminster where the volunteer upholsterer will 'do his thing' when required. Similarly the vacuum cylinder awaits overhaul. An offer has been received to profile the tyres, but extracting the wheel sets may not be possible at this stage.

SVR CHARITABLE TRUST'S £1M RESTORATION FUND

Readers of SVR NEWS will be aware that the Trust has obtained an Heritage Lottery match-funding grant to raise £1 million by June 2017. Attached to this Newsletter is the form for contributing while this golden opportunity is there.

LNCR Carriage Group

June 2016

LNCR (SVR) Coach Fund

Earlier editions of this newsletter may be downloaded at: http://www.lncrsvrcoachfund.org.uk/news_letters.html

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

<http://www.svrtrust.org.uk> <http://www.lncrsvrcoachfund.org.uk/> <http://lncr.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