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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.54

PIGEON BRAKE THIRD 24506 – TEST RUNS!



Our Brake Third has had its test runs at last! 24506 had a brief foray from Kidderminster to Bewdley on 11th August to check out some of the modifications made during its Kidderminster Works overhaul. The top pictures (© LNERCG) show this

first test – suitably hauled by diesel shunter No.D4100 DICK HARDY, named after a well known railway author and former LNER Doncaster premium apprentice). A full line test run on 17th August was hauled by GWR 0-6-0T 813. The delightful third picture (© Bob Sweet) shows this at Daniels Mill. (Thank you, Bob, for the use of this super shot).

This special edition marks completion of the SVR's ninth Gresley teak restoration. 24506 will soon be joining our 'all-Gresley Teak' Set N to become the main brake in the public service LNER train. It will first be 'run-in' for a few weeks and, assuming all is well, it will then take up its new official rôle as the Set N brake. Pending its forthcoming overhaul, Brake Composite 24068 will be rested after the September special events with the LNER Pacifics.

As has been commented to your editor, our 1943 full brake pigeon van 70759, now adapted as a Brake Third 24506, certainly 'scrubs up well!' These pictures show just how far we've come on this project, which has involved repairs to damaged doorways, woodworm eviction, new floor timbers, a change of under-frame, a roof rebuild, and a revised internal layout to accommodate the revenue earning new compartments – not to mention the extensive fund-raising to pay for it all. It has been quite a challenge...

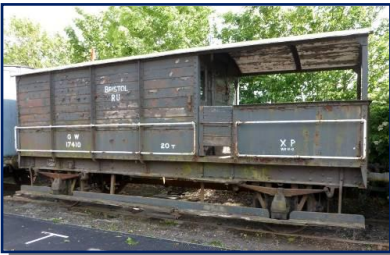
A short video of the 17th August test run is at: <https://www.youtube.com/watch?v=VyDbuLPdz6E>





TTO 52255 IS NEARLY THERE!

Tourist Third Open 52255's major overhaul is also nearing completion. TTO 52255 is now in the mechanical shop to conclude its overhaul prior to re-entering traffic as part of the Gresley teak set. This will be in time for the September visits of A3 60103 *FLYING SCOTSMAN* and A1 60163 *TORNADO*.



GWR 'TOAD' BRAKE VAN 17410

'Toad' 17410 is commanding much of our time now, as we progress with minimum-cost survey, cleaning and corrosion removal work. But now some serious expenditure is needed to advance the project to restore 17410 back to operational condition. So this is an appeal for your generosity in the form of sponsorship moneys to help in this worthy work.

Imminent is a decision on the purchase and fitting of new steel to recreate the veranda end. Here the structure proved far too corroded for a simple 'patch-and-paint' job. Most of the steel panels and framework at this 'weather end' of the vehicle have had to be cut out and removed. The pictures illustrate the extent of the problems – including, literally, bucket-loads of rust plus a squirrel's nut hoard and evidence of a rat's nest!



We have received an attractive quotation to make and fit the new veranda-end steel panels along with the associated steel floor and framing. The new steel is to be fitted and welded on site by a local contractor.

So we now have our first 'bucket-list' of parts suitable for sponsorship to allow a rebuild of the veranda end as a first step towards the Toad's new life on SVR.

Here is our 'Veranda List' for this first structural stage of the project:

- Three wall plates (two side walls and one end-wall) at £300 per panel.
- One new steel floor panel at £300 – beneath the wooden floor members.
- Fourteen frame sections to hold the panels, including the upright and longitudinal sections at floor and waist height – at £50 per frame section.
- Four sandbox faces at £50 per piece.
- Two rebuilt veranda doors at £500 per door (*picture on right*).



...And, for variety, we also seek sponsors please for –

- two newly made windows for the other end of the cabin at £400 each (*picture left*); and
- the central hatch opening at the non-veranda end. This complex wooden structure also has to be remade as it is beyond repair. Appropriate sponsorship is at £500.

A sponsorship form, with a gift aid declaration certificate, is attached to this newsletter.

We urge all who would like to see this vehicle back in SVR working order to consider making suitable donations through this sponsorship scheme.

If you'd like to be kept in touch with progress, you can add your name to our (email only) newsletter circulation by sending a request to: richardhill@lnersvrcoachfund.org.uk

Earlier newsletter editions are at: http://www.lnersvrcoachfund.org.uk/news_letters.html



Above: This photograph is something of a mystery. Truth 'Atlantic' No. 3278 is purportedly leaving King's Cross on Mar 2 1882 with a 'Flying Scotsman' working however, the only train a main line train would leave from platform 15, in the suburban station, would be for a trial run of some description. At this time No. 3278 had been out of workshops for only a month, and would thus have been in good shape for a high speed run. Platform 15 would only accommodate about half a dozen standard corridor coaches, so the train, apparently of newly established stock, would have been quite short.

IS THIS AN EARLY VIEW OF GNR 2701?

This picture, dated 2/5/1932, appears in © 'LNER Reflections' edited by Nigel Harris, The book contains images from the Hulton Picture Library and was published by Silver Link Publishing Ltd in 1985 with several reprints.

The caption claims it is a 'Flying Scotsman working'. But the departure is from King's Cross suburban Platform 15, which at best would hold half dozen corridor carriages. More likely this is a trial for the famous 'Beer Trains' that developed into the 'Cambridge Buffet Express'. The leading vehicle is a GNR Diagram 164K of which only ten were built including our Corridor Composite 2701. So there's a fair chance this may be 2701...



TORNADO HEADS FOR BRIDGNORTH

Before its SVR adventures with a certain Gresley A3 locomotive, new-build A1 Pacific 60163 will set out from London's Victoria Station on Thursday 8th September heading for the SVR. Travelling via Leamington Spa, Solihull and Tyseley, 'The Severn Valley Venturer' will pass through the revived Birmingham Snow Hill station, then on via Smethwick, Old Hill and Stourbridge Junction to Kidderminster where *TORNADO* will take the SVR link from Network Rail. With No. 60163 still at the head, the train will call at Bewdley before travelling the length of our railway to Bridgnorth. Here passengers will have a break of around three hours. For the return journey the use of Bulleid West Country class Pacific No. 34027 *Taw Valley* has been requested as far as Bewdley, where a DB Cargo Class 66 diesel will take over for the return journey back to London Victoria. (*Ed. Just wondering whether our 'Venturer' lunch train volunteers might have a view on the use of their 'copyright' in the name 'Severn Valley Venturer'?!*)

Further details of this special are at: <http://www.ukrailtours.com/product/the-severn-valley-venturer/>



BGP4149 WW2 AMBULANCE CARRIAGE

Brake 4149 just might have been destined for SVR to sacrifice its underframe as a replacement for the corroded one under our Pigeon Brake 70759. Reflecting the known history of BGP 4149 against the anonymity of our 70759 and 70442 (the latter being the underframe and spares donor vehicle), wiser counsels led to the complex exchange of vehicles described in Newsletter No.3, which readers can find at: –

http://www.lnersvrcoachfund.org.uk/news_letters/Newsletter_03-2011.pdf

Whilst working on the pigeon van/ambulance car BGP 4149 our Great Central Railway Vehicle Preservations colleagues discovered hundreds of chewing gum wrappers tucked into the bases of the steel roof hoops. These are thought probably to date to 4149's wartime days when it served as an ambulance train vehicle in Europe. In that rôle the American soldiers that were carried in it were supplied chewing gum as part of their K-rations.

The inset shows a close-up of one of the gum wrappers. © Ian Rushin RVP

LNRCG VACANCIES FOR NEW VOLUNTEERS

We need two enthusiastic new volunteers to strengthen our busy team. Details are in the attached 'flyer'.



FOOTNOTE

Yes, I know it's more on the GWR theme. But your editor could not resist including this serendipitous conjunction of three attractive Great Western locos seen at Bewdley on 11th August. Tank loco No.813 was out on test following its recent overhaul at Bridgnorth; 4-6-0 No.7812 *ERLESTOKE MANOR* was arriving on a scheduled passenger service; and 0-4-2T No.1450 (currently a visitor from the South Devon Railway) was awaiting its next duty.

Earlier the day had seen 24506's test run, and 813 has now had the honour of hauling our 24506 on its full trial run.

Every day's a gala day on the SVR!

LNRCG Carriage Group

August 2016

LNRCG (SVR) Coach Fund

Earlier editions of this newsletter may be downloaded at: http://www.lnersvrcoachfund.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.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

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