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

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OVERHAUL OF WHEELCHAIR CARRIAGE TTO 24105



Last year the SVR Charitable Trust was awarded funding by Department of Transport to transform the facilities that SVR offers to our passengers who use wheelchairs. While TTO 24105's current overhaul works are not part of that grant

project, we are taking the opportunity to ensure this carriage is compatible with current requirements. As noted in NL 58, the original double-leaf doors into the saloon are being converted to a single leaf door for easier use by passengers in motorised wheelchairs. Here is the door being ably demonstrated by our two 'models' (the volunteers doing the carpentry) and at its later varnishing stage.

(Your editor is assured that, despite appearances, both these individuals have been 'let out on licence' for the purpose).



Others in the team are busy at the Kidderminster Works undertaking repairs and refurbishment tasks. Among the now routine overhaul tasks is work to secure the roof timbers, as

the last thing wanted is any movement leading to canvas damage and rainwater leaks. The centre picture shows pressure being applied to a buckled lower panel caused by the ingress of rain water through a higher panel joint. This had also caused an adjacent window seal to leak. Some consequential frame repairs will be necessary. Meanwhile, drawing on experience gained from TTOs 43600 and 52255, new seat side panels are also being assembled and fitted. This has been made necessary by the failure of elements of the old seating constructed for this carriage in the original 1990s restoration. Despite the originals' more authentic appearance, these seats sadly had not stood up to the very heavy use this popular teak stock receives in its present day SVR service.

GWR 'TOAD' BRAKE VAN 17410

Work progresses on the Toad as allowed by the other demands on the Group's time. One small addition is the van's tail lamp bracket – here demonstrating its rôle with a lamp of LNER design. *(Ed. As part of our missionary work, we do have to use every opportunity to maintain the honour of the service from the 'dryer side of Britain'!)*





More progress is receipt of the excellent castings for the Toad's new trunnions and drawbar guides. These were costly but essential replacements for the life-expired, heavily rusted and cracked originals – see the 'before-and-after' pictures above. Their production was enabled through the generosity of a significant donation from one of our stalwart supporters – thank you indeed, Michael. They arrived in a superb shot-blasted steel finish, which needed a quick protective coat of paint to prevent any rust forming (unfortunately before a photograph could be taken). These essential replacements were made by a firm of experienced Railway engineers and came with a certificate of conformance. **Do please keep the donations coming!**

More pictures of the Toad project are at: http://www.svrwiki.com/GWR_17410_%27Toad%27_20T_Goods_Brake_Van
<http://svrlive.wixsite.com/svrlive/news-130916-1> and <http://www.lnersvrcoachfund.org.uk/gwrtoad17410prog2016.html>

FOOTNOTES – RESTORATION OF GRESLEY BGP 4149



These pictures show the progress being made by our good friends on the Great Central Railway with this important restoration project. This is steel panelled **LNER Brake Pigeon Van 4149**, built at York in 1936 to Diagram 198 and becoming BGP 70361 in the LNER's 1943 renumbering. It is probably the most historically important surviving World War 2 ambulance coach. Other circumstances might have led to this van being dismantled to donate its underframe as a replacement for the corroded frame of what has now become our Brake Third 24506. Wiser counsels thankfully enabled an exchange to be done with the Railway Vehicles Preservation group at Loughborough for their decrepit remains of BGP 4069/70442. That latter Van's underframe – one of its few sound parts – now runs under our 24506.

BGP 4149 was converted in 1943 for overseas use as a Casualty Evacuation coach. It was allocated to U.S. Army Hospital Train No.27 in April 1944 operated by the 43rd U.S. Hospital Train Unit. It was based at Bournemouth West between 25.4.44 and 12.8.44 with LNER Class B12/3 locomotive No.8509. While there the vehicle was included in seven operational trains including one to Swindon and Kidderminster with 316 patients. The carriage was then shipped to France on 14th August 1944 as part of the first U.S. Hospital Train on the Continent. After service in France it eventually formed part of the first U.S. Army Hospital Train to enter Germany (via Aachen) on 15th February 1945. It was used for 75 operational U.S. Army trains that carried over 22,000 patients.

LNER Carriage Group

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LNER (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/>

- And for the **TOAD PROJECT** download the donation form at:

http://lnersvrcoachfund.org.uk/Donations_and_Gift_aid_TOAD_17410_form.pdf