



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

<http://svrtrust.org.uk/>

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

Group President: David Williams Vice Presidents: Tim Godfrey FCIM, F Inst D, FFB and Mick Haynes
Group members: Hugh McQuade (Ch), Stewart Clark, Mike Cranmore, Colin Griffiths, Richard & Doris Gunning, Richard Hill, David Massey

LNERCF & LNERCG NEWSLETTER No.60

OVERHAUL OF WHEELCHAIR CARRIAGE TTO 24105

TTO 24105's current overhaul is still progressing, though this is another lengthy major work to remedy the ravages of time. Part of the problem is that currently SVR doesn't have enough wheelchair-friendly vehicles to allow spares for phased withdrawals for the occasional overhaul. So the existing fleet soldiers on to ensure the public service. The SVR Trust has won a £75k grant from the Department of Transport to help transform the SVR's travel offering for disabled passengers. This is to be used (a) to restore and convert an unused BR vehicle to accommodate five wheelchair users and their companions plus an accessible toilet on similar lines to early SVR projects (of which our Gresley 24105 was one of the first such adaptations on SVR) and (b) rebuilding a second carriage to provide dining accommodation for up to 16 wheelchair users.



For the longer term, there's a restoration plan to convert our current Bewdley workshop coach, GWR 5043 Corridor Third, to become another wheelchair-friendly coach and incorporating a much needed 'GWR-style' buffet facility for the SVR's attractive second Great Western set – which currently has neither facility and makes do with a BR buffet car if available.

The pictures above show the state of 24105's progress at mid April. The first image shows a newly varnished carriage door and some of the panelling being replaced after frame repairs and renewal of the 'knee-iron' angle brackets that give rigidity to the frame members. The centre picture shows a cleared saloon that will eventually gain new lino and fitting of the adapted seating units – the earlier attractive seating structures having succumbed to 'wear and tear' from today's 'weightier' passengers. The third picture shows attention being given to the frame repairs made necessary by water ingress since the last overhaul. This is another facet of the long overhaul intervals caused by the service demands for wheelchair-friendly vehicles, which in turn mean less frequent revarnishings too. It's a vicious circle of costs chasing practicality and resources – with no easy solution for any heritage railway. The fourth picture (left) shows the remade internal door that will give access to the wheelchair area of 24105's saloon – pending its final installation.

Hopefully TTO 24105 will be finished for the summer traffic peak. Meantime the Gresley set can only offer the brake van area of our new Brake Third 24506 to accommodate wheelchairs in rather less friendly surroundings.

More on 24105's history is at:

http://www.svrwiki.com/LNER_24105_Open_Third



GWR 'TOAD' BRAKE VAN 17410

Work progresses here as time – and the demands of Gresley 24105 – permit. The pictures below show recent work. On the left are the new sandbox faces – still 'decorative' at this stage though work is progressing elsewhere on the design of replacement sandboxes. The right-hand picture shows the cleared cabin area that awaits the new floorboards. These can now be priced at £15 a length. And we need sponsors for thirty-seven (37!) of them please – of these 14 are for the veranda and 23 for the cabin.



... And that's not counting the new roof boards needed for 17410 – another fifteen of these please, again at £15 each!

Honestly, we do unduly spoil our readers and supporters by providing all these opportunities to part with cash. It is however all in a good cause. When completed, our Toad will fill an urgent need to increase SVR's stock of goods brakevans for use in demonstration goods trains and non-passenger stock workings. Other valuable revenue earning opportunities for the Railway include filming, photo-charters and occasional special event brake van rides.

Sponsoring a floor and/or roof board (or a few) is a fairly painless way of easing this project forward. A donation form can be downloaded at: http://lnersvrcoachfund.org.uk/Donations_and_Gift_aid_TOAD_17410_form.pdf

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>

ANNUAL MANAGEMENT MEETING

Our group's annual meeting in March reported that sponsorship for the Trust's Brake Third 24506 project had raised £50.2k which, with gift aid, achieved some £61.3k. With the £8.8k roof grant the total raised was **£70.1k**. That is a great result, and our thanks go to all who contributed. Every teak panel, all the lights and the LED bulbs, all nineteen doors, all the teak beading, the new window glass, the flooring, many of the mirrors, pictures and frames plus three complete compartments were sponsored, along with nine of the twelve pigeon baskets. Donations also helped to refurbish the guard's van, the dynamo and regulator, to provide a new WC compartment, new gangway bellows and several new parts needed for the bogie overhaul. A fantastic achievement for all those involved. Thank you indeed. We could not have done it without such support. The result is there for 24506 to be experienced and enjoyed in the Teak set.

On a more general note on progress, there is a web link at: <http://www.svrlive.com/lner-coaches>

FOOTNOTES

Readers may like to know that an article has been published in the Gresley Society's respected journal, **The Gresley Observer**, recording the historic SVR 2016 achievement of a nine carriage Gresley teak train hauled by *Flying Scotsman* – repeating a similar meeting some 52 years earlier in 1964 when that Society ran a special all-Gresley teak train also hauled by that locomotive. Happy Easter!

LNER Carriage Group

April 2017

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