



<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
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LNERCF & LNERCG NEWSLETTER No.61

OVERHAUL OF WHEELCHAIR CARRIAGE TTO 24105



This major overhaul is at last coming together at Kidderminster. Bodywork repairs are done; teak panels are back on the framing; the new more robust seating is being installed; and varnishing has begun. The vehicle is needed back in the teak set so as to provide an acceptable attractive seating area for our passengers who use wheelchairs.



GWR 'TOAD' BRAKE VAN 17410

This project is progressing too. The van has a brand new floor throughout the guard's cabin and veranda. We have had a generous donation for the wood to re-panel the roof (thank you Mr B). But only four of the 37 already-laid floorboards have a sponsor, and it would be great to be able to tick these off too. Sponsoring a floor board (or a few) at £15 a panel is a fairly painless way of helping this important project. A donation form can be downloaded at:

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

Another generous donation has also enabled us to start serious planning and quotation-seeking for restoring the guard's stove, the old one having suffered advanced rust and decay needing major surgery. A big 'thank you' goes to our stalwart MH for this.

Do please keep the Toad donations coming!





'Scotsman through the gauges' - three Pacifics at Sheffield Park on April 16. TONY PAGE

FOOTNOTES

This time the 'footnotes' are positively 'centipedal' – though my spell-check doesn't recognise the word! This excellent picture (left) is included for its caption alone ('Scotsman through the gauges'), though it is also a nice memento of *Flying Scotsman's* SVR visit last autumn.

TORNADO's 100 mph test-run

In case you missed (or would like to see again) the BBC's excellent half-hour film, "A High Speed Ride", about this event, the video now on YouTube at the following link: <https://youtu.be/7BU5seEyEPI>

Thompson post-war pressure-ventilated carriages

These post-war vehicles appeared on East Coast services in the late 1940s before nationalisation. They ran the top-flight expresses such as *The Flying Scotsman* and the non-stop *Capitals Limited* (later renamed *The Elizabethan*). Most of this steel panelled LNER-style stock corroded badly and became early withdrawal candidates. An excellent restoration survives on the Llangollen Railway – Thompson Buffet 1706.



One of our group members recently visited the buffet car. So a picture-feature of 1706 seemed desirable. Above are some stills from the film mentioned below, and on the right are two interior shots as restored.

If you enjoy 1950s nostalgia, do take a look at: <https://youtu.be/ghkqGfUy4xs>

This link is to the 20 minutes British Transport Films *Elizabethan Express*, in

which Thompson Buffet Car 1706 is one of the stars. *The Elizabethan* was the east coast's crack non-stop summer-only King's Cross-Edinburgh express introduced to mark our Queen's Coronation in 1953. It featured an early version of air conditioning. During school holidays at age 13 your correspondent regularly witnessed the morning north-bound train through his local station, Oakleigh Park. And in term time, if I cycled 'like the clappers' from school, I could just make the afternoon's southbound service there – it was rarely late after its journey of nearly 400 miles.

Try to ignore the commentary script and the producer's strange reasoning of starting the filming at Waterloo. The film is one of the gems in the BTF's collection. It also shows how society has changed over the decades. See also:

<http://llangollen-railway.org.uk/lnerveh.html> <http://www.cs.vintagecarriagestrust.org/se/CarriageInfo.asp?Ref=949>



BITTERN & A CHARTER OF SEVEN OF OUR LOVELY TEAKS

Take a look at: https://youtu.be/R_yX2FrUzmU This video shows how preservation should respect a designer's original livery concept. There are some lovely views of the Valley – and, for the most part, a good demonstration of a well-fired loco with a correct white or clear exhaust. Also seen is SVR stalwart, Frank Cronin, working the shovel.

Any LNER fireman putting out the great volumes of black smoke so beloved of today's photographers would have been reprimanded by his management, as this indicates uneconomic use of the coal's calorific value. These days this is mostly done to please the more misguided photographers, regardless of the wasted coal expended.

CONGRATULATIONS TO OUR KIRKBY STEPHEN FRIENDS

After five attempts the group has secured a £954k HLF grant towards their aim of restoring an 1889 NER J21 0-6-0 goods locomotive, once so characteristic of railways in the north east. The grant will be used to develop a heritage and interpretation centre at Kirkby Stephen East. One day we may hope to see the J21 at an SVR gala...



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