



<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 President: Mick Haynes

Group members: Hugh McQuade (Ch), Stewart Clark, Mike Cranmore, Colin Griffiths, Richard & Doris Gunning, Richard Hill, David Massey

## LNERCF & LNERCG NEWSLETTER No.68

### TRUST'S GWR TOAD BRAKE VAN NEEDS YOUR HELP PLEASE...

The Toad's restoration by the LNER Carriage Group is now at an advanced stage in Kidderminster Works, where it is being mechanically overhauled for SVR operation. The work involves lifting the wagon to work on areas not accessible at the project's Bewdley stage. Largely thanks to the generosity our supporters so far, the SVR Charitable Trust is able to fund most of this work, as well as the tyre-turning to be done at Bristol's High Speed Train depôt. The work at Bristol is to remove wheel flats and ensure a consistent wheel diameter. Another huge help has been some expensive tasks being done by volunteers. These have included:- (1) replacing bushes and pins in the brake gear (by Ian Hollis); (2) overhauling the vacuum brake cylinder (by Mike Cranmore, under expert C&W Works direction); and, in due course, (3) sign-writing the van in the correct 1947 Great Western livery.

But some additional unplanned work has now come to light, so may we please ask for your help to fund this too? **There are 16 spring links needing to be replaced at £20 each.** There are four of these to each of the Toad's four springs. Their vital function is to support the Toad's full weight. As the adjoining picture shows, the existing (maybe original?) links are extremely badly worn and must be replaced. The extent of the wear only became evident with the Toad lifted onto the Works jacks. The total cost is £320, which will hopefully cover the necessary new fixing pins too.



Also still to be made and fitted are the Toad's **two external footboards**, for which the wood has now been ordered at a cost of £100 for each side. It would be great to have sponsors for these items as well, please! And if you are able, thirteen of the interior floorboards also remain as yet unsponsored at £15 per board...

**May we please therefore invite readers to dust off their chequebooks – and thank you in anticipation? Every little helps! The Trust's 'Toad' donations form is attached to this newsletter.**

### AN EIGHT-CARRIAGE GRESLEY TRAIN HAULED BY A DARLINGTON LOCO

Where can you experience such a combination in 2018 – and have an up-market inclusive experience with an elaborate afternoon tea and the full 1930s treatment in a lavishly restored LNER Kitchen Restaurant Car?

That's a very good question – which has an equally good answer. The Severn Valley Railway of course!



The occasion was a special run of our restored LNER dining carriage No.7960, serendipitously coupled to the SVR Gresley teak set. The train was hauled by Darlington-built Ivatt-designed Class 4 2-6-0 No.43106. This loco arrived at Bridgnorth light engine in 1968 and has been based on the SVR for the last half century, taking part in our line's reopening events. The pictures overleaf show (1) 7960 on the train at Bridgnorth, (2) the catering team from Eckington Manor (near Pershore), and (3) some of the passengers sharing the experience. The special afternoon tea was a beautiful and calorie-rich repast prepared by the Eckington Manor team led by 2015 *MasterChef* winner, Mark Stinchcombe.

Further information is at: <http://www.eckingtonmanor.co.uk/>

The Trust's adapted pigeon van, now Brake Third 24506, was also in its proper rôle as the train's brake van – see the picture on the right.



## SVR SPRING GALA - 16<sup>TH</sup> - 18<sup>TH</sup> MARCH

Newsletter 67 included a tantalising picture of just the re-liveried tender of LNER BI 1264. This time we can show the completed engine as it will appear for the Gala. The picture is from the Thompson BI Locomotive Trust's website, © Mark O'Brien. This BI was built by North British just months before nationalisation. It never carried LNER black in LNER ownership, having been delivered in the more attractive LNER apple green livery. Maybe one day soon...!



The Gresley B12 has now arrived at Bridgnorth ready for its Gala travels with the teak set. Here it is seen in the company of the 'Blue King' visitor. Your editor only wishes that locomotive owners could better respect the original designer's own design decisions when it comes to the liveries. But understandably that's a tricky and controversial area!

### 'ANCIENT' & 'MODERN'

There was an interesting contrast at the SVR Kidderminster Town station on 9<sup>th</sup> March, when our platformed Gresley set was alongside the *NORTHERN BELLE* Pullman coaches. The latter stock, now based at Carnforth, was being readied for a luxury mainline trip through Shropshire, Cheshire and Staffordshire later that day.



### TAIL-LAMPS

**Television series:** In addition to the NYMR television series mentioned in Newsletter 67, there has recently been an excellent two-programme Channel 5 series "*The FLYING SCOTSMAN: A LEGEND REBORN*". This was rather more focussed on the famous Gresley Pacific than some recent programmes and included an interview with the Gresley Society chairman, Philip Benham. Worth a viewing if you have access Channel 5's catch-up service.

**A vision of Gresley-inspired beauty:** Here's a YouTube reminder of past glories of the magical Gresley era – a garter blue, fully 'skirted' MALLARD working its train on the Settle-Carlisle line, on the occasion of the fiftieth anniversary of MALLARD's 3<sup>rd</sup> July 1938 world speed record achievement. See: <https://youtu.be/IXPSSM00e-E>

Will MALLARD be allowed to stretch its wheels again for the centenary in 2038? And might it then be hauling the dedicated Mark 3 train planned by the AI Steam Locomotive Trust? If so, and with the ease of modern vinyl colour schemes applied to rolling stock, one hopes that this dedicated set could be finished in a livery reflecting the great trains of the Gresley era. Maybe a *Coronation*-style 'Cambridge & Marlborough Blue Mark 3 set? Now there's a thought...

**Correction:** Editorial apologies for an error that crept into Newsletter 67. Richard Herington's name was incorrectly spelt in the photo credit at the foot of the first page.

**LNER Carriage Group**

**March 2018**

**LNER (SVR) Coach Fund**

Earlier editions of this newsletter may be downloaded at: [http://www.lnersvrcoachfund.org.uk/news\\_letters.html](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