

<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

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LNERCF & LNERCG NEWSLETTER No.69

SVR SPRING GALA 16TH-18TH MARCH

This was another SVR triumph, despite problems with the weather and getting a good selection of engines together. The Gala Friday was a perfect spring day – for which we've all been longing through this drab winter. But then the snow and cold winds set in, making life difficult for our volunteers and for visitors. In true SVR spirit, the Railway nonetheless won through and put on a great show. This was despite a late decision on the non-availability of the LNER Thompson B1 No.1264 from the NYMR. Some rapid thinking managed to fill its absence with the Somerset and Dorset Railway's big 2-8-0 7F No.53808. The 7F was making its first SVR appearance in BR black livery.

The particular joy for LNER supporters was the visit by the M&GN Society's LNER B12, after an over-long absence of 20 years. This was all the more special because the B12 is currently the **only** operational engine authentically in LNER apple green. So it is delightfully correct for our Gresley teaks. This is a telling commentary on livery policy among today's loco owners, where there seems to be an obsession with the 'BR black' era. (ED. Although your editor lived through that era, he'd prefer not be reminded of those depressing days of steam's decline).

So, for a sunnier view, here are some of the editor's Gala images with an emphasis on the eastern theme. The view by Bewdley Tunnel is a 'still' from Marsh Steam Videos™ – see https://youtu.be/MyZEcXxM_7c



- And there's more! On the left is the 1874-built charming and elderly Haycock Foundry well-tank **BELLEROPHON**, a popular visitor on local Bewdley to Kidderminster duties. To its right is new-build A1 Pacific 60163 **TORNADO**.

Despite the A1's starring rôle in the 'Paddington 2' film, the Peppercorn Pacific for once had an 'also-ran' rôle, competing with such illustrious visitors as the B12, the Blue King, and the Somerset & Dorset 7F No.53808 – the King and 7F being shown in the two lower pictures (stills from YouTube videos).

If you'd also like to see some videos of the Gala Sunday's snowy scenes, several are available on YouTube, including these:

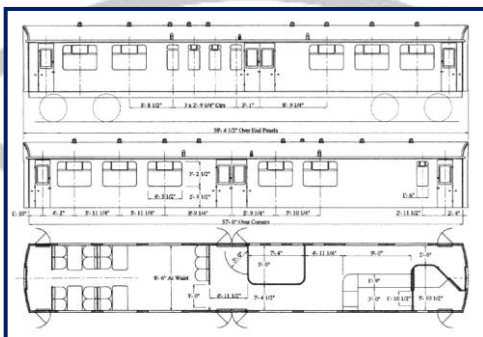
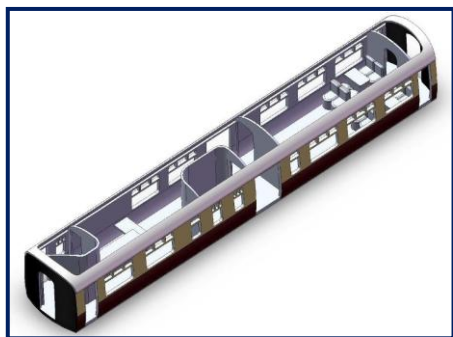
<https://youtu.be/fLlv3tAYIVo>
<https://www.youtube.com/watch?v=FwpsdCFT5gU>

A superb Gala! One of the best!

THE TRUST'S GWR TOAD BRAKE VAN 17410

A genuine heart-felt thanks to all our good friends who responded so positively and quickly to the appeal for the Toad's spring link replacements and the external footboards. In total, the sum received was just under £1k including gift aid. This has given a helpful bit of breathing space on the Toad's funding.

AND, YOU MIGHT WONDER, WHAT IS THE BEWDLEY LNER GROUP UP TO NOW?



Readers may like to know how our LNER group is keeping busy. Rest assured, there's no peace for the wicked!

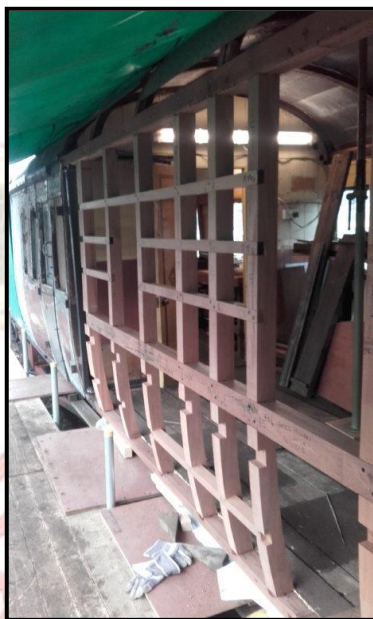
The group's volunteers are currently working on another Great Western vehicle. This time it is a Collett bow-end Corridor Third No. 5043 of 1928, which was adapted as a workshop in the 1950s. The *Vintage Carriages Trust* describes this vehicle's current condition as 'poor and incomplete'. It has had a long and hard life in Bewdley Yard primarily as a workshop. It was lately used by the LNER group when working on their pigeon van project, now Brake Third No.24506 in the teak set.

Formerly owned by *The 2857 Society* and then the *Great Western (SVR) Association*, coach 5043's current owner is the *SVR Holdings Company*. As the first two images above illustrate, 5043 is being adapted to become a buffet car and a

Holdings Company. As the first two images above illustrate, 5043 is being adapted to become a buffet car and a

wheelchair accessible saloon with a toilet. This is to widen what SVR can offer to its less able visitors. It will also complete the SVR's public service Great Western set, which currently lacks both a GW-style buffet and decent facilities for wheelchair access. In this substantial project No.5043's external styling is being adapted on the lines of a GWR Composite Kitchen Diner to Diagram H33 (a picture of which is shown on page 2 above, to the right of the diagram). The LNER group has been asked to undertake the project using their experience gained with earlier substantial Gresley projects such as GNR 2701, Brake Third No.24506 and the adapted wheelchair-accessible Tourist Third No.24105.

All the pictures in this section are © LNER Carriage Group.



These pictures illustrate the new sections of side framing now fitted to adapt to the vehicle's new function. They show what will be the buffet bar wall, along with the end-door on the bar side and a trial fit of a window toplight.

Further fuller information about this important project is at: <http://www.lnersvrcoachfund.org.uk/gwr5043.html>

TAIL-LAMPS

Another vision of Gresley-inspired beauty: If you'd like to immerse yourself in more nostalgia for the Gresley scene of the 1930s, this video comes near to that with its images of a garter blue and skirted A4 hauling a train of varnished Gresley teak carriages: <https://www.youtube.com/watch?v=4Vp3s2LFn9k&feature=youtu.be>

And finally, the B12 on the Valley during its previous 1998 visit: This video includes scenes on the Valley showing a number of old friends, including the B12 on the Gresley teaks plus the magnificent 2-10-0 Longmoor Military Railway GORDON working the Severn Valley Limited dining train.

<https://www.youtube.com/watch?v=IGB5ZW6kbwg&feature=youtu.be>

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