



<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

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LNERCF & LNERCG NEWSLETTER No.70

THE TOAD NOW EMERGING...



This edition's headline news is that the SVR Charitable Trust's 'Toad' restoration is now making good progress towards its completion. The chief outstanding task is the

wheel profiling work still to be done at the Bristol High Speed Train depôt. These pictures show the high quality finish now being applied at the SVR's Kidderminster Carriage & Wagon Works. Here's to seeing it all in operation soon!

HELP US GIVE LNER OPEN THIRD No.43612 NEW TABLES AND LAMPS



Tourist Open Third 43612 is due into Kidderminster Works later this year for an overhaul. Opportunity is being taken to upgrade two aspects of the carriage. First, new 'LNER bullet style' lamps will replace the current inappropriate BR versions. And more authentic LNER-style tables will be fitted.

When 43612 was first restored on the SVR its then new 'LNER-style' tables were poorly constructed to an unapproved freelance design. Sadly those tables are now falling to bits and have become a nightmare for SVR's maintenance workers. These tables are definitely not robust enough to continue in SVR service any longer. The train repairers now look forward to their being replaced by the robust table design that has been fitted in all other recent overhauls. This has the further advantage of giving a standard authentic appearance throughout the LNER teak set.

The new lamps and tables, as improvements, are now the subject of a special appeal for donations to pay for them. We seek sponsors, please, for 16 new tables (£100 each) and 10 new lamp fittings (£50 each). These prices are significantly less than the actual costs, aided in both cases by the generosity of individuals who wish to remain anonymous.

Attached to this Newsletter is a donations form.

TTO 43612 is overdue a face-lift after long service since it last saw a varnish brush.



MORE PROGRESS ON THE 'GWR 5043 PROJECT'

Newsletter 69 explained the specialist work that our LNER group are now doing to create a buffet and wheelchair-accessible coach for SVR's Great Western public service train – known to its operating friends as 'GW2'. Since NL 69 was issued there has been further progress with this project. This includes the first of the external steel panels, as the following pictures show. Just look at those lovely well-crafted curves at the window corners! Swindon would be proud.

Our wheelchair-bound visitors will get a great view from this coach.

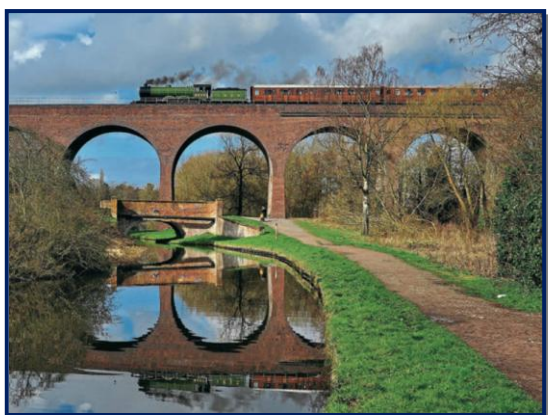


The picture to the left shows the inside wall behind this steelwork. That wall will eventually become the back wall to the bar area. The bar counter will include a lowered section for serving refreshments at a comfortable level to passengers in wheelchairs.

No doubt donations will soon be sought to fund various features of this project such as the bar, windows, tables, lighting, doors, seats and all the necessary fixtures and fittings needed to finish it to the usual SVR standards for regular public service.

It will be quite an addition to the fleet, as the SVR has not had a proper GWR buffet catering

vehicle since the famous and still much-missed 'Clapham' Buffet returned to the NRM in 1992. The adjoining lower picture (right) shows the 'Clapham' in its current location at the Swindon Museum. Hopefully our 'GWR 5043' in its new guise will live up to the fame of the 'Clapham'.



CRUCIAL APPEAL FOR FALLING SANDS VIADUCT

This year's major push for funding through the SVR Charitable Trust is for 'Falling Sands Viaduct'. This structure is an essential feature of the SVR's infrastructure. It is no exaggeration to say that, were the Viaduct ever to fail, the whole future of the SVR would be very much at risk. This is because the viaduct carries all the line's traffic soon after it leaves our busiest departure station at Kidderminster.

The Trust's objective is to secure a further £1million of Heritage Lottery Fund finance to undertake the necessary remedial work and give this large structure another 140 years.

Please see the appeal at: <https://www.svrtrust.org.uk/shopping.php>

TAIL-LAMP

Apologies for an error in Newsletter 69: The Haycock Foundry well-tank BELLEROPHON was built in 1874, not 1864.

LNER Carriage Group

April 2018

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