

**LNER S-V-R COACH FUND**



[www.lner-svr-coachfund.org.uk](http://www.lner-svr-coachfund.org.uk)



**LNER CARRIAGE GROUP**  
*Does it with teak*

A Department of  
**Severn Valley Railway  
Charitable Trust Limited**  
Registered Charity No.1092723



Caring for the Trust's Gresley Carriages on the Severn Valley Railway  
The Railway Station, Bewdley, Worcs. DY12 1DP  
<http://lner.svr-trust.org.uk>

[/http://www.lnersvrcoachfund.org.uk](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

## LNRCF & LNRCG NEWSLETTER No.71



### RESTORED 'TOAD' 17410 BACK WHERE IT BELONGS!



The Trust's GWR 'Toad' brake van No.17410 (Swindon 1940) has now been fully restored to 'as built' condition - mainly by LNER Carriage Group volunteers at Bewdley and finished by Kidderminster Carriage & Wagon staff. This £20k project has been funded by the SVR Trust and by sponsorship donations given by a goodly number of generous individuals. 'Toad' 17410 is happy to be joining the special centenary celebrations for GWR 2-8-0 goods loco No.2857, both being fine examples of the best of Swindon's products. The loco and the Toad have already given long service on the SVR scene.

These two pictures show the Toad on 2<sup>nd</sup> June acting as the guard's van on the inaugural goods train to mark 2857's 100<sup>th</sup> birthday.

### NEW TABLES AND LAMPS FOR LNER OPEN THIRD No.43612 -



There has been a positive initial response to the appeal for sponsors for the improvements planned for Gresley Tourist Open Third 43612. Since the appeal in Newsletter No.70, eleven of the sixteen tables available have already been sponsored, along with seven of the ten wall lamps.

Our warm thanks go to all those who have responded so promptly and generously. This is most encouraging.

Just five tables and three wall lamps to go...

Go on, treat yourself and give a further boost to Britain's longest restored Gresley teak express train. You'll need to be quick though – but, as ever, you know it makes sense!

Newsletter 70 included a donations form. See:

[http://www.lnersvrcoachfund.org.uk/news\\_letters.html](http://www.lnersvrcoachfund.org.uk/news_letters.html)



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## PROGRESS ON THE 'GWR 5043 PROJECT'



The Bewdley LNER group are working steadily away at the first corner of this innovative project to create a wheelchair-accessible coach for 'GW2', the SVR's popular set of Great Western coaches. Here are the latest pictures: left is a view of the first new side panels; the second picture is a trial positioning of two planned 'vinyls' being made to explain the project and its objectives; and the right hand image shows the interior wall with the first fitting of the picture window frames and their sliding vents. The coach has also gained its first glazing in the lights (right) and its first steel end-plates.



## APPEAL FOR FALLING SANDS VIADUCT



There is also good news on this important appeal, on which the future security of the Severn Valley Railway really depends. The SVR Trust has now raised around £100k towards the £275k needed for an approach to the HLF to unlock a further £1m for the necessary repair work. The Trust also has a new film about the Viaduct. See: <https://youtu.be/wIDIYNqgNug>

This film is of particular interest to those with a Gresley leaning, as it shows our teak set crossing the Viaduct and looking particularly smart.

To respond to the appeal, please see: <https://www.svrtrust.org.uk/shopping.php>

## TAIL LAMPS

Congratulations to our good friends on the NYMR



We've just heard that the LNER Coach Association have successfully moved the body of their East Coast Joint Stock clerestory dining car No.189, built in 1894. It had been on a temporary underframe, but it now rests on its permanent frame, which has been modified to suit the shorter body length. The body has already had substantial repairs, and the way is now open for the serious restoration of its once sumptuous interior to proceed. A video of the body move, done by a method similar to that used for our Gresley Pigeon Brake No.70759, can be seen at: <https://youtu.be/pnSpQ6sFFC8>



The pictures show the body move and an old postcard view illustrating how the interior is planned to appear.

## Railways Restored – a new Channel 4 television series

Last October Newsletter 63 trailed a new Channel 4 series about restoration work. The new series starts at 8pm on Wednesday 6<sup>th</sup> June. The first programme covers an important project on the Llangollen Railway to restore a 1912 Gresley Great Northern Brake Composite that was once a possible project here at Bewdley. The picture (right) shows the programme's Llangollen carriage in an express train in LNER days, possibly at Potters Bar.

(Ed. Just remember though, this is a 'made for television' series and can be expected to touch only lightly on the complex technical and financial realities of carriage restoration).



LNER Carriage Group

June 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