



<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

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

## LNERCF & LNERCG NEWSLETTER No.72

### STARDOM FOR GNR CARRIAGE ONCE OWNED BY OUR COACH FUND



This is former Great Northern Brake Corridor Composite No.229 which has been restored on the Llangollen Railway as part of the Channel 4 television series *Great Railway Restorations* with Peter Snow. The GNR carriage has been appropriately turned out as LNER No.4229 (avoiding the complexities of the more elaborate GNR livery). Aside from the artificial 'made for TV' constraint of requiring project completion in six months, this series has usefully given a public airing to the many obstacles needing to be overcome in carriage restorations. The series has been a pleasant surprise in illustrating some of the hidden hard work on such projects, a side of railway heritage that rarely gets a mention against more familiar stories about popular locomotives. The first picture is by courtesy of Peter Lund (©), who led the restoration and is Chairman of the Llangollen Railway. Our sincere congratulations go to Peter and his team for their important restoration of a rare and irreplaceable vehicle. The second image is a 'still' from the programme (© Channel 4).

GNR 229/LNER 4229 is a 1912 brake composite, built with gas lighting and converted to electricity in 1932. Originally owned by our LNER (SVR) Coach Fund with plans to restore it to original condition, it was later sold to the Llangollen Railway. Its place in our project schedule was filled by now-restored 1922 GNR composite No.2701. This was seen as more practical as it gave a better seating balance for the LNER set. No.229 would have also given SVR another very small LNER guard's van, impractical for Christmas and special events needs. That too is now resolved with our Brake Third No.24506.

If you've not seen the programmes or want to watch again, see:

<http://www.channel4.com/programmes/great-rail-restorations-with-peter-snow>

### NEW TABLES AND LAMPS FOR GRESLEY OPEN THIRD No.43612

The good initial response to our sponsorship appeal has faded a little, and we still have five tables (£100 each) and two wall lamps (£50 each) awaiting sponsors. We remain hopeful that others of our supporters will come forward and respond to this modest appeal.

Newsletter 70 had a donations form at:

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



### GWR 5043 HAS HAD A 'BIT OF A TURN'

This important project to enhance the SVR experience for our less able passengers recently reached the point of the coach needing to be turned to allow safe access to another corner. So in June No.5043 went to Kidderminster for a





spin on the turntable there.

5043's trip had the added feature of it being paired with the recently restored Toad No.17410 to provide for the train's guard. The coach has also now had the vinyls added to tell SVR visitors about the project's aims.



### THE TOAD AT HIGHLEY

The editor could not resist including this further excellent picture of the restored GWR Toad No.17410 at Highley, where it was doing its job as the brake van for a goods train.

The picture was taken there recently by 'our correspondent' Jonathan Massey.

### APPEAL FOR FALLING SANDS VIADUCT



This important appeal continues to make steady progress. At the time of this newsletter the SVR Trust has now raised over £160k towards the £275k needed for an approach to the Heritage Lottery Fund to unlock a further £1m for the necessary repairs.

To respond to the appeal, please see:

<https://www.svrtrust.org.uk/shopping.php>

The LNER (SVR) Coach Fund, a long-standing SVR restoration group since the 1970s, has made a donation to the appeal, funded by our working members. This will secure the Fund's name on the donations wall at the Engine House.



LOTTERY FUNDED



### TAIL LAMP

Kirkby Stephen East

Our friends on the Stainmore Railway at Kirkby Station East are still working away on their restoration of Gresley teak Tourist Third Open carriage No.60505. They have recently ordered some wall lamps similar to those being fitted to the SVR's LNER open carriages. The Stainmore Railway has also been busy recently restoring and erecting a new water tower and a water crane there. These features look really impressive, as the following video link and pictures show.

This link illustrates the detail, hard graft and sheer determination involved in this sort of restoration.

<https://www.youtube.com/watch?v=0h83uqj1hY&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](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