



<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.73

A FORMER NER/LNER LOCOMOTIVE STARS IN SVR'S AUTUMN GALA

One of this Autumn Gala's visitors has been a North Eastern Railway 0-8-0 heavy goods engine No.63395. Introduced by the North Eastern Railway in 1913, this particular loco was built as Class T2 No.2238 in 1919. It kept this number in LNER days, only becoming No.3395 in the LNER's 1946 renumbering and No.63395 after nationalisation. Fortunately it survived into preservation and is now owned by the North Eastern Locomotive Preservation Group (NELPG). The last Q6 locomotives were withdrawn in 1967. The preserved Q6 was restored to running condition in 1970 and had vacuum brake equipment fitted to enable it to haul passenger trains. Although not designed for passenger work, it has proved a very capable working asset on the North Yorkshire Moors' steep gradients. Recently overhauled, it is running in BR black livery as 63395. The pictures show the Q6 with the Teak Train at Bewdley and Highley (left & centre) and again (right) at Bewdley with 70000 BRITANNIA (awaiting the road to Liverpool Street perhaps?).

Marsh Videos gala footage may be seen at: <https://www.youtube.com/watch?v=dNvkhMeTGtY&feature=em-uploademail>



GWR 5043/9511

Work continues at Bewdley with our LNER Group's current project adapting the already much modified GWR No.5043 to become the new wheelchair access and buffet car for the SVR's GW2 public train.



This innovative and exciting project will need wide funding support to enable this vision to be made a reality. We are currently considering the fundraising needed among the SVR community. So please watch this space, dear reader, and dust off that cheque book in readiness for the forthcoming appeals. The pictures show the new side steel panels now fitted to a second quarter of the body shell, along with work that is being done to create the thirty roof supporting hoops that are required. These have been welded from around 60 good but short sections rescued from old hoops that would otherwise have gone for scrap. The third picture shows 'formers' being made for the rounded corners of the internal walls. And the fourth, a further section of new internal wall panels – these walls will receive art deco teak-veneered decorative panels to finish. It couldn't be an LNER Project without some teak somewhere – though in this case the veneer finish will correctly be an authentic Great Western feature.





NER AUTOCAR No. 3170 OF 1903

Another triumph for the dogged Stephen Middleton's restoration work on the Embsay Railway near Skipton! Emerging from the mists of time is this amazing and important historic relic of early twentieth century railway experimentation. Follow the links below to learn about this unusual and extraordinary restoration. We must be forever grateful to those doing this

pioneering work to bring to life such rare facets of the increasingly distant past. This was the world's first use of an internal combustion engine generating power for electric motors to drive a passenger carrying rail vehicle. At the time the petrol engine was very much in its infancy, and reliable diesel engines were not developed until the mid-1930s.

My thanks go to Eric Oates for drawing our attention to this.

<https://www.youtube.com/watch?v=u2mz-0Rlg9E&feature=youtu.be>

<https://electricautocar.co.uk/>

<https://www.youtube.com/watch?v=cPpIWZ7almc>

GRESLEY STEEL-CLAD PIGEON VAN No.4149

Once very briefly owned by our group, this historic vehicle was the first LNER ambulance vehicle into Germany in 1945 with the U.S. Army. The van is being restored on the Great Central Railway. It has been re-clad in steel body panels, and the roof has recently been re-canvassed. See: <http://www.rvp-ltd.org.uk/gallery/?f=2018&p=2018-08-18-BH-4149.jpg>



FALLING SANDS VIADUCT APPEAL

This important appeal makes steady progress. The SVR Trust has now raised over £200k towards the £275k needed to ask the Heritage Lottery Fund to unlock a further £1m for the necessary repairs.

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

This link shows the issues plus work on our buffet 643: <https://youtu.be/vpfnLjmaY4M>



CHANGES IN OUR BRAKE THIRD 24506

SVR (Holdings) PLC have temporarily removed the restored guard's compartment 'greenhouse' cabin in the Trust's recently completed (2016) former Brake Pigeon Van 70759. This reflects safety factors in 24506's operation raised by some guards. This journal is not the place to discuss the pros and cons of this, and the editor sincerely hopes this will, as promised, be temporary pending a resolution of the factors raised. SVR guards will certainly miss their 'greenhouse' when cold weather returns. The original creation of this enclosed cabin was to meet NUR objections to the cold open working conditions in the 'as built' pigeon vans. Our restoration faithfully reproduced the cabin as it would have run in LNER and BR days in many similar brake vehicles.



TAIL LAMP



Your editor's PC desktop screen saver

The editor has changed his screen saver to replace 'The Coronation' painting by John Austin. That image (see NL 62) lacked authenticity in not showing the famous 1937 train's equally famous articulated carriage bogies. In its place now is this delightful Malcolm Root painting of what proved to be Gresley's final prototype, the powerful 'sewing machine' Class V4 2-6-2. This shows the first V4 engine, No.3401 BANTAM COCK, with eight Gresley teaks on the West Highland Line.

A heartening sight when the PC boots up.

The Second World War, Gresley's 1941 death in office and an unsympathetic successor in Edward Thompson, meant the V4 design was never perpetuated. But there is now hope that this well-proportioned secondary line loco design will be born again. The AI Steam Locomotive Trust has plans to build Gresley's third V4, No.3403, once they have completed their £5m 2-8-2 Class P2 No.2007 PRINCE OF WALES (right).

And the SVR, with its nine Gresley teak carriages, would be a wonderful place for a new V4 to be operated.... Dream on!



LNER Carriage Group

September 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