



<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.74

'ACCESS FOR ALL' PROJECT 9581 - GET A SLICE OF THE ACTION!!!

Work continues on our Group's project to create a wheelchair-accessible GWR-style buffet car from the much altered remains of ex-GWR coach 5043. We and SVRCT are now planning serious fundraising for this important high profile project. As part of the project launch, the coach now has its new SVR running number. This is '9581' which reflects its rôle as a catering vehicle – in GWR days these were all numbered in the 95XX or 96XX series. The revised bodyshell is based on GWR Diagram H33, and the number of one of these, the long-scraped 9581, has been chosen for the rebuild of 5043. (The new number pleases your editor as it reminds him of a one-time GNR/LNER N2 0-6-2 tank loco carrying the same number).



The pictures show (left to right): * a body side frame waiting to join its already fitted fellows on 9581; * one of the ex-BR roof water tanks being refurbished for a further life in 9581; * Roger working on a new battery box; * Jim preparing various fixtures for the battery boxes; and * the design style for the new roof vents to be made for 9581.

9581 sponsorship appeal: Many of our supporters will want to contribute to the fund-raising effort needed for this important and interesting addition to the SVR's Great Western fleet. The fundraising for this £80k-£100k project seeks:

- First, sponsorship of tangible items in the coach, such as a set of new doors, windows, lighting, roof vents, tables, seats, wheelchair ramps and the two roof-mounted water tanks for the buffet and the WC.
- Secondly, a new concept aims to raise the money needed for the more nebulous cost elements. These include the large quantity of materials, timber, veneers, flooring, wiring, pipework, light fittings, paint, screws, and so on that are needed for the work. The aim here is to seek sponsors for 'slices' of 9581's coach body at £100 per inch. The overall length of 9581's rather shapely body is a nice round 700 inches.

And the project remains open for general donations of any sum. You are spoilt for choice. More news in 2019!

Prices and sourcing of many items are still to be decided. But our immediate needs for funds include: *** **ten doors** (£1k each for eight new passenger entry doors; & £750 each for two corridor communicating doors); *** £140/£180/£250 for the **windows** depending on size; *** £500 each for the two refurbished **roof water tanks**; and *** £150 each for the 18 new exterior **GWR 'shell' roof-mounted vents**. A donation form is with this newsletter to start the process for this exciting project. We look forward to receiving a large postbag of donations. Donors will receive an attractive sponsorship certificate along with the thanks of the Trust and of the many people who will be able to travel in 9581.

FALLING SANDS VIADUCT APPEAL

This important appeal makes steady progress, to the point that the final bid for the £1m grant was delivered to the HLF at the end of October. The initial cost element having to be funded in-house has increased from £275k to **£400k**. This is because further work is now needed to adapt the project to cope with two previously unknown gas pipes running through the viaduct. The scope of the restoration work has also



widened to the corbelling and replacement of two pilasters at one end of the structure. Performance bonds will be in place to cover potential SVR revenue losses if, for any reason, a contractor were unable to fulfil the contract. A unique mobile exhibition with the story of Falling Sands and of the people who built it is to be created in the Trust-owned LMS 'Stove R' van. These are 6-wheeled 'go anywhere' guards brake vans, and the Trust's example has a particularly useful rôle when running extra passenger trains alongside the everyday public service sets and at special events.

To donate see: <https://www.svrtrust.org.uk/shopping.php> . You can still help by signing up as one of the 'Helping Hands for Falling Sands'. This link shows the issues plus work on our Gresley buffet car 643: <https://youtu.be/vpfnLjmaY4M>

RESTORATION OF A GRESLEY BRAKE VAN ON THE GREAT CENTRAL

Our friends on the Great Central Railway at Loughborough are making excellent progress with this important restoration. See this link to view: <http://www.rvp-ltd.org.uk/collection.php?vehicle=2704>

Steel panelled Gresley BGP (LNER 4149, built 1936) is probably the most historically important surviving World War 2 ambulance coach. Unusually built with steel panels, it is now being restored with its wartime US Army number of 2704. The vehicle was converted in 1943 as a Casualty Evacuation coach. It was allocated to U.S. Army Hospital Train No.27 in April 1944 operated by the 43rd U.S. Hospital Train Unit. Based at Bournemouth West between April and August 1944 with LNER Class B12/3 loco No.8509, the vehicle ran in seven operational trains including one to Swindon and Kidderminster with 316 patients. The carriage was then shipped to France on 14th August 1944 as part of the first U.S. Hospital Train on the Continent. After service in France it eventually formed part of the first U.S. Army Hospital Train to enter Germany (via Aachen) on 15th February 1945. It was used for 75 operational U.S. Army trains that carried over 22,000 patients. After the War ended carriage 2704 was returned to the LNER, who renumbered it 70361 and put it back to general traffic as a brake pigeon van.



TAIL LAMPS



Correction Newsletter 73 incorrectly said that 9581's newly fitted 'carline' roof hoops were being formed from recovered old sections. They are in fact all new metal but made in two welded halves due to length limitations for bending the metal to the correct curvature.

A freshly varnished Gresley train



The refreshed 'Quad-Art' set is posed outside the works at Weybourne on the North Norfolk Railway following its mini overhaul and re-varnish. CHRIS MOXON/NNR

'Quad-Arts' back in North Norfolk service

THE North Norfolk Railway's historic Gresley Quad-Articulated suburban carriage set No. 74 has returned to front-line service on the Sheringham to Holt line after an absence of two years.

The 350ft-long set (Brake Third No. 48861 and Thirds Nos. 48862, 48863 and 48864) were withdrawn in 2016 pending routine maintenance and bodywork attention. However, the considerable length of the set and its inability to be split meant it had to wait for a window of

opportunity when one road on the Carriage & Wagon Works was free to accommodate it.

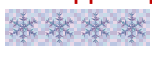
The interim overhaul has included the repair and repainting of the roofs, while the teak body sides and ends of each carriage were sanded back and re-varnished – a job which is undertaken every two years.

Interior paintwork has also been refreshed, new brake blocks fitted together with interconnecting flexible vacuum brake pipes.

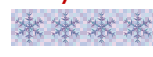
Readers will enjoy this view of how good Gresley teak stock looks when freshly varnished. Here it is the Gresley suburban Quad-Art set, as magnificently restored and running on the North Norfolk Railway (NNR). Your editor spent his early commuting life using this and similar stock on the King's Cross suburban services in the 1950s and 60s. This unusual articulated stock's survival is a small miracle, achieved thanks to the persistence of some very dedicated people since its withdrawal in the 1960s – along with some substantial funding from the Heritage Lottery Fund. The HLF recognised the vulnerability of such wooden bodied stock to the ravages of weathering, and their grant was conditional on covered accommodation being provided and used for the set. Sharp-eyed readers will see that the NNR revarnish the complete unit **every two years**. Your editor can almost hear the varnish-deprived groans from SVR Gresley carriages such as open third 43612 with its many near 'varnish-free' panels still awaiting their first attention in a decade.

Thankfully SVR is now addressing the need for better provision for such work to be done more regularly.

That cannot happen quickly enough, and planning permission has now been given for a new facility at Kidderminster.



We wish all our readers a very Happy Christmas and a good New Year



LNOR Carriage Group

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LNOR (SVR) Coach Fund

Earlier editions of this newsletter may be downloaded at: http://www.lnorsvrcoachfund.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.lnorsvrcoachfund.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