



<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.75

### 'ACCESS FOR ALL' PROJECT - GWR 9581's 'ALL IN A SPIN'

SVR's much needed £100k+ project for a coach with wheelchair access and a buffet for SVR's GW2 set was getting giddy again on 1<sup>st</sup> March. It was extracted from its working position in Bewdley Yard and taken to Kidderminster for a spin on the turntable there. This was to enable the body side modifications to be completed on the remaining quarter of the coach using our excellent Bewdley working platform for safe access.



GWR 9581 was appropriately accompanied by the Trust's restored GWR 'Toad' brake van No.17410 acting as the guard's brake vehicle. And, equally appropriate, this 'goods train' was guarded by the Trust's chairman, Hugh McQuade. Included in the train's makeup were other vehicles being moved to different SVR locations plus a recently overhauled BR Mark I coach out for a test run. The upper row of pictures show our GWR 9581 in Bewdley's Platform 3 awaiting collection with the third picture showing the 'goods train' as made up for its run to Kidderminster along with the BR coach on test and 'Toad' 17410. The lower pictures show the turn in progress – the first picture includes the remaining left-hand end 'quarter' still to receive its adapted body side; the second image shows the adapted, and now steel-panelled, body side all fitted. New doors are on order and will replace the present frail and long life-expired doors.



But even anticipating completion of GWR 9581's body side framing, as Winston Churchill once famously said in another context, "Now this is not the end. It is not even the beginning of the end. But it is, perhaps the end of the beginning". Once the body side structures are finished, there remains a great deal to be done including the essential roof repairs



and the expensive fitting out of the interior along with its *art deco* decoration. Before it can run SVR passenger services an expensive overhaul of the coach's working gear will be needed, and the costs of that will reflect that the coach (as GWR 5043) has been a static workshop in various locations since the 1950s.

## A SIGNIFICANT £100K PROJECT IN SVR's 'ACCESS FOR ALL' PLANNING

This project is important for two reasons. First, it is another step in equipping all SVR trains to accept wheelchair access. Secondly, it will give coaching set GW2 its first dedicated Great Western style buffet car. So the associated fundraising assumes high importance. Reflecting that, this '**Access for All**' project is the subject of this year's SVR annual raffle, and all readers are urged to give strong support to that fundraising initiative.

The raffle ticket books will accompany the next edition of **SVR NEWS**.

But the raffle won't provide all the money needed for GWR 9581. So your funding support is also sought for the following extra ways of assisting the project to a successful conclusion:

- **Sponsorship of individual parts.** Initially these include ten doors (£1k each for passenger entry doors; £750 each for the two corridor connecting doors; various windows at £140/£180/£250 each depending on size: £500 each for the two refurbished roof water tanks; and £150 each for the 18 new exterior GWR 'shell' roof-mounted ventilators. More items will be added as the work progresses.
- **Sponsors for 'slices' of 9581's coach body at £100 per inch** to support the more nebulous cost elements. These include the many materials, timbers, veneers, flooring, wiring, pipework, electrical fittings, screws, and paint needed to bring the project to a successful conclusion.
- **General donations** of any amount.

A donation form can be downloaded at: <http://www.lnersvrcoachfund.org.uk/gwr9581-5043.html>

Alternatively, you can contact the SVR Charitable Trust or the LNER Carriage Group / Coach Fund via the Volunteer Liaison Office at: **LNER Carriage Group (via VLO), Platform 1, The Railway Station, BEWDLEY, DY12 1DP**

## FALLING SANDS VIADUCT APPEAL

This important appeal has thankfully reached the SVR Trust's initial target of raising £397,000 ahead of the Heritage Lottery Fund's decision on the bid for £1m of lottery funds to help this essential repair work. We now await the Fund's decision on this bid which is due by the end of this month. HLF approval is not guaranteed, but the willing generosity of SVR supporters in the recent appeal will hopefully help towards a positive decision. Fingers firmly crossed!!!

## TAILLAMPS



### RESTORATION OF A GRESLEY BRAKE ON THE GREAT CENTRAL

Our friends on the Great Central Railway at Loughborough continue to make excellent progress with this important restoration. The attached picture (© Railway Vehicle Preservations) shows 2704 at Quorn on the Great Central Railway's Armistice Day event last year. The carriage, which has an important wartime history, is now back at Rothley for the work to complete its restoration. See: <http://www.rvp-ltd.org.uk/collection.php?vehicle=2704>

Newsletter 74 gave some of this vehicle's history as a Gresley-designed steel panelled World War 2 ambulance coach. It became a casualty evacuation coach in 1943 and was allocated US Army Hospital Train No.27. After some UK service it was shipped to France in August 1944 and eventually formed part of the first US Army hospital train to enter Germany in February 1945. After the War carriage 2704 returned to the LNER, who renumbered it 70361 and put it back into general traffic as a brake pigeon van.



### TOAD 17410's 'REAL' TAILLAMPS

The 1<sup>st</sup> March special train arranged to turn GWR 9581 ran as an 'unfitted' goods train (ie no continuous vacuum brake through the train). This was reflected in the lamps carried by the train's Toad brake van 17410. As well as its red tail lamp marking the end of the train, there were also two forward-facing side lamps, each showing a white light. That indicated to the loco crew that all was well at the back of the train. But, in the event of an emergency such as a wagon derailment, the guard could change these white lights to show red towards the engine crew with the aim of getting the train to stop – no radio communication in the steam era!

One just hopes the engine crew would be alert to lamp watching...



**LNER Carriage Group**

**March 2019**

**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