

/<u>http://www.lnersvrcoachfund.org.uk</u>

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.76

GOOD NEWS!

Some wonderful news! The National Lottery Heritage Fund has awarded a grant of £853,800 to support the Falling Sands Viaduct's very necessary repair work. That is a considerable relief and enables the SVR to proceed with these essential works with confidence. The work will start early next January, once the Christmas and New Year operations have finished. The aim is to complete the whole project by autumn 2020. This latest grant comes on top of the earlier 2017 award of a development grant for £71.8k.

The Trust has worked hard to secure this £925.6k total award, and we are greatly in debt to them for their efforts.



ACCESSFORALL' PROJECT - PROGRESSON GWR 9581

Despite the short time since the coach was turned at Kidderminster to allow access to the remaining body section, the working team of Bewdley volunteers has already fitted this final wall section and secured it to the underframe. The pictures show the progress.

The pair of metal strips on the second image reflects the GW practice of identifying coaches in a train with a metal plate dropped in to show a letter.

The smaller image below illustrates the kind of rot and decay problem that is inevitably encountered in this sort of work. GWR 9581 is a vehicle that has seen little structural maintenance over the many decades since it last saw active operational service. Total replacement with new materials is the only option.





Heritage

Lottery Fund







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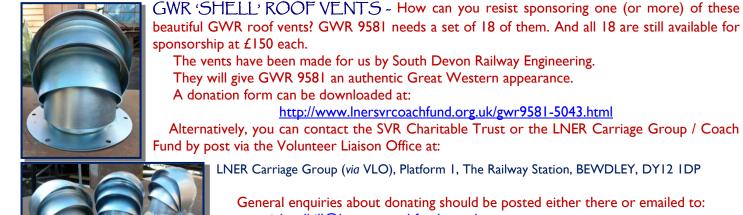
ACCESSFORALL' PROJECT-GWR 9581 & ITSFUNDING

Our article in the latest edition of SVR NEWS (No.205) has sparked some positive reactions with early indications of good support for this year's SVR raffle. The raffle proceeds are to support the Bewdley-based project to create wheelchair access and a buffet car for the Railway's public set of restored Great Western Railway coaches (Set 'GW2').

It is too early to predict the financial results of these initiatives, but the early signs are promising. At the time of writing this newsletter, our sponsored fundraising for the project has so far raised nearly £10k including gift aid. And we are quietly hopeful that some significant donations are in the pipeline. Our 'fingers are crossed' that these all come to fruition. GWR 9581 is a desirable project, which will help the Railway widen its appeal to our less able passengers and their companions. But the fundraising still has a very long way to go for this £100k-£150k scheme.

One donation concept proving to be popular is the 'sponsor an inch' (or half-inch) of GWR 9581's 700 inches body length. This is a very useful way of helping with the many materials needed for the work but which cannot readily be identified to a specific visible part of the coach. To date over £4k has been raised this way (including gift aid).

Do we yet have your sponsorship donation?





TAILLAMPS

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AN HISTORIC GRESLEY CARRIAGE FOR SALE

This recent advertisement in the railway press offers your editor a rare chance to get some Gresley varnished teak into this newsletter! As well as starring in the Channel 4 series Great Railway Restorations, Gresley Brake Composite No.229 has some SVR history. Originally acquired by the LNER (SVR) Coach Fund in 1986, it was temporarily painted in BR 'blood and custard' livery as E4229E (in place of its then all-over unflattering black livery). This was pending its planned restoration back to as-built 1912 condition. The Great Northern Railway had built No.229 with a heavy Edwardian decor and gas lighting. As well as a brake van there were two groups of three compartments providing 12 first class and 24 third class seats. It was only converted to electric lighting in 1932.



The LNER Fund disposed of the vehicle in 1996, purchasing GNR 2701 brake composite as a more practicable SVR project in its place. This award-winning 1922-built vehicle, now fully restored from an empty shell, forms a popular and valued part of the SVR's Gresley 'teak train'

See also the Carriage Survey entry at: http://www.cs.vintagecarriagestrust.org/se/CarriageInfo.asp?Ref=853



ANOTHER VIEW OF GWR TOAD 17410's 'REAL' TAIL LAMPS

Following NL75's piece about our restored Toad's lamps, here is another picture of one of the very smart oil lamps used on this brake van.

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 Websites with information about the Teak Train and current developments can be found at: http://www.lnersvrcoachfund.org.uk/ http://lner.svr-rollingstocktrust.org.uk/ http://www.svrtrust.org.uk Either of the second or third addresses takes you to a shared website covering all aspects of the SVR teak train