



<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.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.



### 'ACCESS FOR ALL' PROJECT - PROGRESS ON 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.



## 'ACCESSFORALL' PROJECT - GWR 9581 & ITS FUNDING

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?



**GWR 'SHELL' ROOF VENTS** - How can you resist sponsoring one (or more) of these beautiful GWR roof vents? GWR 9581 needs a set of 18 of them. And all 18 are still available for sponsorship at £150 each.

The vents have been made for us by South Devon Railway Engineering.

They will give GWR 9581 an authentic Great Western appearance.

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 by post via the Volunteer Liaison Office at:



LNER Carriage Group (via VLO), Platform 1, The Railway Station, BEWDLEY, DY12 1DP

General enquiries about donating should be posted either there or emailed to:

[richardhill@lnersvrcoachfund.org.uk](mailto:richardhill@lnersvrcoachfund.org.uk)

Alternatively email enquiries can be addressed via the Trust at:

[fundraising@svrtrust.org.uk](mailto:fundraising@svrtrust.org.uk)

## TAIL LAMPS

### 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.vintagecarriagetrust.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](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