



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

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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.77

'ACCESS FOR ALL' PROJECT 9581

-SVR's 2019 RAFFLE DRAW



This year's raffle draw took place at Bewdley Station on Sunday 5th May. The draw was made by the Mayor of the Bewdley Town Council, Councillor Roger Coleman, and happened to be his last local duty in his current term of office. He was accompanied by his wife, Anna, who is also a Bewdley Town Councillor and herself a former Bewdley Mayor. The adjacent picture shows Councillors Roger and Anna along with Rob Whatton, Chairman of the SVRG Finance Committee, Mike Cranmore (one of the 9581 project volunteer engineers) and your current editorial correspondent and fund raiser (wearing a cap). The raffle was to attract funds for this significant 'Access for All' project. This will create a much needed Great Western wheelchair-accessible coach and buffet car for the Railway's normal service set of restored Great Western Railway period coaches.

At the time of writing the final raffle receipts were still being assessed, but we are hoping these will net a useful £10k or more for this project. The vehicle is being created out of an already much modified but heavily run-down GWR coach built in 1928. This has served as a workshop in various ownerships since British Railways withdrew it from passenger service in the 1950s. Councillors Roger and Anna Coleman's presence to undertake the draw was very much appreciated, and they both visited the project coach. They are also arranging Town Council grants for the project's 'sponsored inches' appeal. This reflects that **Project 9581** is a constructive local Bewdley community scheme.

-MORE GOOD NEWS ON GWR 9581's DOORS

A recent generous donation has meant that all eight of 9581's passenger access doors are now fully sponsored – a huge 'thank you', Peter. The new doors have been beautifully made for us by our specialist contractor, Jonathan Harrison, and are in process of being fitted to the coach. This is a big step forward.

There are still the two end-corridor doors available for sponsorship at £750 each. May we tempt you?

One donation concept proving to be popular is the 'sponsor an inch' (or half-inch) of GWR 9581's 700 inches body length. At £100 per inch 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 £4.6k has been raised this way (plus £1.16k in added 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. Thirteen of the vents are still available for sponsorship at £150 each, five having already gained a sponsor – thank you, Michael!

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

They will give GWR 9581 an authentic Great Western appearance.

A downloadable donation form is 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
Alternatively email enquiries can be addressed via the Charitable Trust at:
fundraising@svrtrust.org.uk

GWR PROJECT 9581 – NEXT STEP THE ROOF!



With 9581's wall frame structure secure, our working volunteers can move on to the next important structural repairs – the roof. Fortunately much of the existing roof of Coach 9581 is restorable. But access to it needs to be via secure scaffolding around the coach. Space is at a premium in a crowded Bewdley Station Yard, and one of the obstacles has been the position of the skip storing engine firebox ashes pending removal for disposal. This skip is normally resident alongside our project coach. But, with our grateful thanks to the cooperation between the groups involved, an alternative location has been found to allow us access for erecting of the scaffolding. There is a tight window for doing the roof repairs and making GWR 9581 watertight. This is because the area concerned needs to be clear of the scaffolding in time for the Bewdley Station Bus Gala on 1st September. If nothing else, that's a considerable incentive to get on with the roof work ASAP!



TAILLAMPS

Keep the 'Apple Green' flag flying!

This lovely shot of Peppercorn A1 Pacific 60163 entering Birmingham New Street's Platform 2 in March is another opportunity to bolster the newsletter's 'apple green' content. The image is © Nigel Cripps, to whom my thanks go for making this available. All very appropriate for our LNER Group's 'missionary' work, here in deepest Great Western territory!

...and the 'Chocolate and Cream'!

This atmospheric image (left) illustrates an added significant benefit of **Project 9581**. The picture alongside, from the Spring Gala, shows one of the reasons why GWR 9581 will be an important step in completing a full set of authentically-liveried and restored Great Western Railway coaches.

This beautiful picture (© Steam Railway – Anthony French) is marred by the inclusion mid-way along the train of a much later British Railways Buffet Car (the central coach with the dark roof). Yes, it has the right BR Western Region livery. But its inclusion in a coaching set of otherwise correctly liveried and painstakingly restored GWR coaches jars more than a little.

Help us put this right to uphold the traditions of the SVR which aims to run authentic period train sets!



Second Channel 5 series featuring North Yorkshire Moors Railway: The first episode is at 8pm on Friday 17th May. But the NYMR GM himself says "this is a TV show and not a documentary!" and its content is only 'loosely based on facts'...

LNER Carriage Group

May 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.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