



<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.78

PROJECT 9581 PROGRESS - A START ON THE ROOF!



The scaffolding has been erected for 9581's roof work. We have a 'window' for the roof's restoration – assuming June's rains eventually stop. The wet weather has delayed progress, but the aim is for the scaffolding to go before the Bewdley Bus Gala on 1st September.

The recently sponsored four new doors are now fitted and just visible in the picture (- see Newsletter 77).

GWR 'SHELL' ROOF VENTS & WINDOWS

Twelve of the eighteen roof vents are still awaiting a sponsor and are beginning to feel a bit lonely.

And so far there has also been no one to sponsor the 18 carriages windows. There's a range of attractive prices for these between £140 and £250.

Do we yet have your sponsorship donation? We'd love to hear from you.

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 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 mailed either there or emailed to:

richardhill@lnersvrcoachfund.org.uk

Alternatively email enquiries can be addressed via the Charitable Trust at:

fundraising@svrtrust.org.uk

GOOD NEWS

The Trust's teak carriages are among the beneficiaries using the new Kidderminster facility for mid-life livery refreshers. Buffet Car 643 is currently being revarnished, with Brake Third 24506 likely to follow this year. Others will follow at intervals during 2020/21. Those involved in getting this much-needed facility established deserve our heartfelt thanks.

A NEW FUTURE FOR GNR 229

This brake composite was built at Doncaster in 1912 to Diagram 218F with a heavy Edwardian decor and gas lighting. As well as a small brake compartment it had two groups of three compartments providing 12 first class seats (four per compartment) and 24 third class seats (eight per compartment). It was only converted to electric lighting in 1932, when it also gained Gresley 'Moulton' bogies in place of the GNR type. Our LNER Fund's original intention had been to restore its 1912 condition, after long use at Bewdley as a mess and tool van for the GWR 4150 Group. When



acquired by the LNER Fund in 1986 No. 229's black paint was replaced by BR 'blood and custard' livery pending restoration. It regained its BR number as No.E4229E. Reluctantly, and in part prompted by 229's small brake van and limited seating capacity, it was sold to a member of the Llangollen Railway in 1996. This allowed our Group to purchase a later 1922-built GNR composite (No. 2701), which was seen as a more practicable addition to the SVR teak set. No. 229 moved to Llangollen, where its restoration began in Pentrefelin Yard. The carriage recently featured in a Channel 4 series with Peter Snow called 'Great Railway Restorations'. This was transmitted in 2018. The GNR carriage was appropriately turned out as LNER No.4229 (saving the time-consuming and elaborate GNR livery). Aside from the 'made for TV' constraint of project completion in six months, this series usefully gave a public airing to the many practical and financial hurdles in carriage restorations. It showed some of the hidden hard work on such projects, a side of railway heritage that rarely gets a mention against more familiar stories about popular locomotives. But the carriage's original GNR interior could not be replicated in the time available. Instead the vehicle's former first class compartments became an open saloon capable of accommodating wheelchairs.

The picture above is © Peter Lund of the Llangollen Railway. The Channel 4 series can be viewed again at:

<http://www.channel4.com/programmes/great-rail-restorations-with-peter-snow>

Since then GNR 229 has been sold on and moved from Llangollen to Mangapps Railway Museum near Burnham-on-Crouch in Essex, where it joins John Jolly's eclectic collection of rolling stock. With a ¾ mile running line and a fairly large area of covered accommodation this will hopefully ensure its long term conservation. A full restoration will always be challenging, but the carriage contains much original GNR material as a useful historical reference.



TAILLAMPS - (a) the 'Ports-To-Ports' passenger service

Observant passengers may have noticed these roof-boards on some of the SVR's LNER teak carriages. Their purpose is to reflect a genuine service that used LNER stock for an inter-regional train known informally as the 'Ports to Ports Express'. As Richard Gunning explains, this train was not named as such in timetables. But it was an interesting daily cross country service between Newcastle and South Wales (believed to have called at Newport, Cardiff, Barry and Swansea). These trains also had a portion from Hull. The service's northward run

was via Gloucester and Cheltenham and then non-stop along the "Drum and Monkey" line. This was a single, but never upgraded, line via Andoversford, Notgrove, Bourton-on-the-Water, Stow-on-the-Wold, Kingham, Chipping Norton, Rollright Halt, Hook Norton, and Adderbury to Banbury, where locos were changed and the service joined the LNER.

The LNER used a dedicated five coach set (which could be strengthened). It had ample first class and a superb ex-North Eastern Rly



RIGHT
Approaching Gloucester in 1937, GWR No 7319 has the westbound train. At the head is the Hull coach, which has been strengthened by an elderly ex-GCR Parker 3rd without destination boards (BCK, TK). In the main body of the train the ex-NER 12-wheel RC is still serving.
W. Leslie Good

Dining Car. In contrast the GWR, whose stock alternated with the LNER's, thought it relatively unimportant and provided whatever stock was to hand. The service was chiefly aimed at coastal steamers' crews, who liked to go home to their families while their ships were in port. There's a good write up in the book "LNER Passenger Trains & Formations 1923-67", which contains pictures of the service with LNER stock being hauled by GWR Moguls and GWR stock in the hands of NER, GNR and GCR locos. This echoes an element of authenticity for SVR teak trains being worked today with GWR locos. In earlier times the GWR motive power would have been 'Dukes' and 'Bulldogs'.

Our open stock LNER carriages would only have seen occasional Ports-to-Ports service as strengthening vehicles. World War 2 brought it all to an end.

(Picture shown is from the book and is © Ian Allan Publishing Ltd.)

(b) Historic film clip of King's Cross in the days of steam

This link is to a British Films Institute short film around the arrivals and departures at King's Cross station in the days before serious concerns on smoky atmospheres and fossil fuel burning. Ah, it is all so very familiar to your editor from his younger days! The clip includes a J50 0-6-0 tank engine hauling a cross-London goods train that used to struggle up the steep gradient from the Moorgate 'Widened Lines' tunnel via the very smoky and wooden boarded Platform 16. Familiar sights are Gresley locos and carriages, N2-hauled Quad-Art local trains, trolley-buses, and many classic cars.

Nostalgia indeed!

See: - <https://player.bfi.org.uk/free/film/watch-kings-cross-coverage-1957-online>

LNER Carriage Group

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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