



<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.79



A JOY TO BEHOLD!

The Trust's Buffet Car 643 has rejoined the Teak Set after its mid-term revarnish in the new Kidderminster facility. It is really great news that SVR now has the means of keeping our carriage fleet looking smart without the long wait for a slot in the major overhaul queue.

Again, a huge 'thank you' to all who have made this possible.

PROJECT 9581 PROGRESS

The roof rebuild is advancing. When you read this the (now) sixteen roof vents and the guttering will have been fitted.

Eight vents have so far been sponsored. We seek a few more good souls to sponsor the rest please.

General donations are also still needed for these early restoration stages. These can be of any sum or of £100/£50 per inch/half inch of 9581's body length.

Sadly we still have no sponsors for the windows, all of which are available at prices ranging from £140 to £250 each.

Are you yet one of our sponsors? We'd love to hear from you.

A downloadable donation form is at: <http://www.lnersvrcoachfund.org.uk/gwr9581-5043.html>



AN EARLY SVR VIEW OF OUR PROJECT COACH

This picture was taken around 1982 shortly after GWR 5043's arrival at Bewdley to continue its life as a workshop. BR had withdrawn this third class corridor coach from passenger service in the 1950s, subsequently using it as a workshop themselves. On it later becoming redundant it was purchased by the 2857 Locomotive Society as a workshop for their restoration of 2-8-0 heavy goods loco 2857 to working order.

Our thanks go to David James, a long-time 2857 Society member and an SVR guard, for use of the picture. The white livery is striking – and no doubt sunglasses were an essential part of the working kit.



A TOUCH OF THE NORTH EASTERN AND OTHER DELIGHTS

If you want a good day out to experience some truly vintage vehicles, you can do little better than visit the Emsay & Bolton Abbey Railway near Skipton, North Yorkshire. On selected timetable dates you can savour vintage railway travel and afternoon tea in Queen Victoria's personal coach as presented to her for her Golden Jubilee. This was one of the vehicles taking part in last year's Channel 4 series *Great Railway Restorations*. And the Emsay line is also home to another equally historic restored vehicle – the North Eastern Railway's 1903 petrol-electric Autocar. This was the world's first-ever use of the internal combustion engine to generate a power supply for electric traction to drive a railway vehicle. This was the precursor to today's electric and diesel-electric unit trains worldwide.

Both vehicles have clerestory roofs which, with their unique histories, make them a very special travel experience. One small feature of the restored Autocar is its speedometer, which started life in an HST power car. These days it now records more modest speeds. Fuller details on both vehicles are at:

<https://www.statelytrains.com/lswr17.html#demo/img/lswr17/picture-by-yorkshire-post-newspapers2.jpg>

https://www.statelytrains.com/autocar.shtml#demo/img/autocar/ac_011_-_york.jpg

Emsay is also home to other Victorian vehicles including Pullman car 'Balmoral' of 1882. This as yet unrestored coach is historically important and, when restored, may well be the world's oldest working Pullman car.

Further details see: <https://www.statelytrains.com/pullman-balmoral-of-1882.shtml>



TAILLAMPS -



Great Western dining cars: One of our supporters has drawn our attention to the two- and three-rail tinsplate Hornby Dublo models of Great Western dining cars from the early days of Hornby Dublo trains. The designs of the GWR H33/H55 coaches will be reflected in our GW 9581's interior. Thank you, John.

Hornby's catalogue still has a similar vehicle – see the link below.

<https://www.hornby.com/uk-en/shop/wagons-coaches/passenger-coaches/railroad-gwr-restaurant-coach-gwr-chocolate-cream.html>

A possible finish for our GWR wheelchair access & buffet car ?

This shows the elaborate interior of a genuine railway vehicle which has worked on the Paris metro. Its design reflects the style of the Palace of Versailles.

Probably a bit 'over the top' for the SVR and the Great Western cognoscenti...



And finally, finishing this newsletter as it started
~ on a Gresley and LNER theme...

This picture shows A4 MALLARD posing at York Station for the launch of the new high speed 'AZUMA' service by today's LNER train operator. It shows just how advanced was the thinking of the great Sir Nigel when he designed his wonderful A4 locomotives back in the 1930s. It is difficult to improve on perfection...

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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