



<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

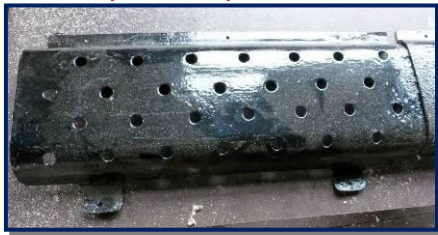
LNERCF & LNERCG NEWSLETTER No.80

PROJECT 9581 PROGRESS

The adjacent picture shows an original Great Western Railway composite restaurant car to Diagram H33. Our Project 9581 coach aims to reflect this Swindon design concept to give it a proper 'Great Western feel' as part of SVR's coaching set GW2. That's the target. And that is why we seriously need good funding support from the wider SVR community to complete the project.



Despite this being a much needed and appealing project to improve the travel experience of SVR's less-able visitors, our donations postbag still remains on the thin side. We have gained another 'ten inches' sponsorship (thank you, Bob). But many more donations would help keep the project 'on track' as we come to the seriously expensive fitting-out of the interior. Another eight of the roof vents still need sponsors at £150 each. Two end-coach doors are looking for £750 each (the more expensive eight main doors having already been sponsored). And each of the sixteen windows still seeks a sponsor – prices are between £140 and £250. General donations of any amount are welcome at any time.



We are also at the early stages of an order for up to 50 protective metal grills to cover the heating pipes – see the attached picture of a Great Western design for these. These will be essential safety fittings, where we shall also be looking for your sponsorship. Although we don't yet have a price for these, they should be manageable for most pockets.

The project team are working very hard to progress the work.

Their considerable achievements so far include:

- A completely redesigned and fitted body wall framing to match the coach's revised layout;
- The re-panelled steel exterior body-work;
- Fitting all the new windows and, so far, five of the eight new main body doors;
- Rebuilding the roof and making this watertight, along with fitting the newly-made roof vents.

Are you yet one of our sponsors? We do need to hear from you!

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

RECENT WORK

Never idle, the project team of volunteers is now turning its attention to the coach's interior.

ROOF – The roof's interior needs to be well insulated to avoid condensation. This means many coats of bitumen paint, to which will then be applied a generous layer of insulating fabric. One option being considered here is natural wool, which has excellent insulation qualities.

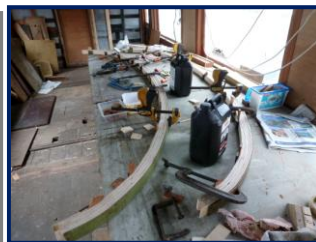
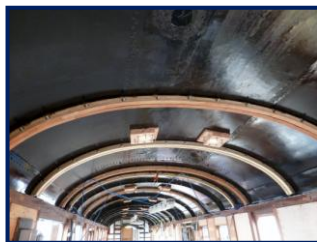
(As long as we don't need to recruit some sheep-shearers as well – Ed.)

CEILING – Now being fitted are the interior ceiling 'carlines', to which the decorative ceiling will be attached. The curved shape is achieved by gluing lengths of thin ply together within a 'master' former frame and allowing this to cure.



CEILING WATER TANKS – the ceiling is also receiving the framework that will support the heavy water tanks to supply the buffet bar and the WC facilities.

These pictures show this work.



PAINTING THE EXTERIOR PANNELLING – The picture here shows a start being made on the first coat of green body primer paint.

(Your editor's meandering mind, and less than perfect colour vision, along with the white roof, cannot help being reminded of the one-time green and cream livery of the LNER's Tourist trains.

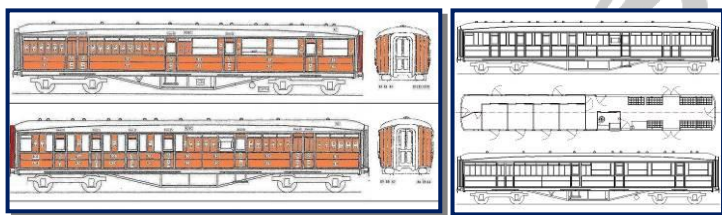
But, this being a Great Western vehicle, I'll keep my head well below the parapet on that one and await 9581's full GWR livery.)

POWER SUPPLY – Ideally we'd like to equip GWR 9581 with sufficient electrical power to drive the

lighting, water heating, a fridge and a couple of cool drawers for soft drinks. But that would be beyond the normal output of a conventional railway dynamo. That said, electric technology has progressed significantly in recent years, and some early thought is being given over whether hybrid car technology might have a modern-day application. Before the anguished cries of "never done by Swindon" are heard, it was in fact developing Swindon and Wolverton thinking that led to this concept being applied to railway uses (eg in the BR Mark 2 coaches) and eventually to hybrid road vehicles.

Nothing new under the sun! But there are no conclusions as yet. So watch this space for possible practical ideas...

TAIL LAMPS -



Pete Simpson RIP: Sadly we have lost one of our very helpful and supportive group members. Pete was a quiet and unassuming person but had considerable knowledge and great skill in technical drawing. Some of his most useful drawings included the final arrangement drawing for our Gresley Brake Third 24506 (see left).

This we followed in taking that project to its successful conclusion. This drawing was also used to show progress on the sponsorship for the 110 outside teak panels and 600 feet of teak beading – all of which gained sponsorship from numerous generous individuals!

A late-autumn taster of Apple Green and Varnished Teak

Peppercorn Class A1 new-build Pacific **TORNADO** is heading to the Severn Valley once again with operating dates on 9th, 10th, 17th and 24th November. There will be two services each day from each end of the SVR – 10.30am & 2.30pm from Bridgnorth and the 12.40pm and 4.30pm from Kidderminster. You'll be able to travel in our beautifully restored LNER 'teak train' hauled by the now famous 'TORNADO'.

The engine's return to the SVR follows its historic recent achievements of reaching 100 mph, its starring appearance in the **Paddington 2** film and, this year, celebrating the 25th year since its construction began.

Normal fares will apply – pre-book and save adult/senior £19.80, child from £13.00 and Family £49.00. Higher fares will apply on the running days.

Booking and other ticketing details are on the SVR's website at:

<https://www.svr.co.uk/SEItem.aspx?a=160>

Alternatively, telephone the SVR on: **01562 757900**

You can also book in advance for reserved seating and upgrades to first-class, complete with a luxury hamper of local food to enjoy while you travel.

The choice is yours!



TORNADO RETURNS

9, 10, 17 & 24 NOVEMBER 2019

Ride behind the world-famous 100mph, BBC TV and Paddington 2 movie star locomotive when Tornado returns to the Severn Valley Railway.

Operating two daily services from Kidderminster and Bridgnorth, book NOW for 1st class upgrades.
SVR.CO.UK or 01562 757900



KIDDERMINSTER · BEWDLEY · BRIDGNORTH

LNER Carriage Group

September 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