

GWR Large Prairie No. 4150

Bewdley has been home to GW Large Prairie Tank No.4150 for nearly 40 years and it is now the only remaining SVR engine from Barry scrapyard which has not yet been returned to service.

The first part of the loco you will see, as you pass through the car park gates, will be the boiler that was lifted from the frames earlier in the year and is resting on a wagon at eyelevel. The cladding sheets are currently being fitted to the boiler. They are located on 'crinolines', a solid framework of steel hoops and strips.

With the boiler due to go to Bridgnorth for its overhaul in November, prep work is also being carried out. The frames of 4150 are located further on at the far end of the yard to the right of the paint shop (follow the signs) and well worth a visit now the tanks are fitted on the frames; they were fabricated on site and are complete apart from riveting and a little welding, which will be carried out at Bridgnorth. The bunker, which was also fabricated on site by the team, can now be seen fitted to the frames and supports the cab roof.

The 'bottom end' of the loco is virtually complete, having been carefully overhauled by a small dedicated team over a number of years. Various components and fittings have already been acquired, including a new chimney, blower ring and a new set of superheater elements.

Fund members will be on hand by the loco during the day to answer any questions you may have.

Tourist Second Open 4399

Take a walk along the platform at Bridgnorth to see a carriage restoration and conversion project in full progress. This coach was built in 1956; interestingly in two separate locations. The chassis was one of a job lot constructed in Swindon, Wiltshire, which was then moved, like flat goods wagons, down to Ashford in Kent, where the rest of the body was added.

The established practice of building coaches for the home region was coming to an end, and 4399 went into service on the Eastern Region. It lasted in British Rail service until 1983 when the new Inter-City high-speed trains made it redundant.

4399 ran for several years on the SVR in its BR blue and grey livery, until the Carriage & Wagon gang at Bridgnorth took it back to 1950s maroon with a quick repaint. However, it soon came out of service and had been languishing away in storage for many years.

Last year the Charitable Trust acquired the coach from its volunteer owners, and secured £75,000 of sponsorship from the Department for Transport to convert 4399 to a wheelchair-accessible coach. The project also includes the conversion of a further coach into a first class dining facility for wheelchair users and their companions. When these two coaches join the rest of the SVR's wheelchair-accessible fleet, each one carrying its own lightweight wheelchair ramp, the Railway will have arguably the best wheelchair-accessible facilities in the heritage rail sector.

4399 will be finished in the early BR livery of carmine and cream, as built, and will run in our Set C.

LNER 24105

In Kidderminster Carriage & Wagon paint shop, 24105 (set N's wheelchair coach) is having its once-in-30 years refit. It came out of service in January this year, and work will be completed in September.

The team has rebuilt a section of body framework midway down one side, and all the seats are receiving new frames and ends, with the seat backs and bases being recovered in 1930s moquette. The team had to remove both gangways so that heavy engineering repairs could be carried out, and a new roof canvas was fitted, after securing the roof boards with 1,000 bolts!

When the restoration is complete, the exterior will have received 13 coats of varnish, the roof canvas will have four coats of white paint, and steady hands will have painted over 600 feet of primrose and vermilion stripes, and applied 24.5 carat gold lettering as a finishing touch.

Some background interest: after 24105 and 9654 (described below) were withdrawn from passenger use in 1957, they took on another role as part of the top secret 'control trains'. In the event of war with Russia, these trains would have been hidden in tunnels, becoming mobile communications centres for railway and civil defence co-ordination.

GWR Third Class Dining Car 9654

Currently under restoration in the mechanical shop, this coach was gifted to the SVR by the National Railway Museum a couple of years ago. For more than four years, off and on, it has been having a major refit at Bewdley. Now at Kidderminster C&W, an overhaul of its bogies and brakes is taking place, along with a rewire. Once this is complete, the newly upholstered seats will be reassembled, and the lavatory plumbing will be renewed. Finally, and not before time, new luggage rack brackets will be fitted; the originals have been missing since 1957!

17410 Toad Brake Van

Although this is a GWR vehicle, its restoration is being carried out by the LNER Carriage Group at Bewdley. Affectionately known as the Toad, 17410 is owned by the SVR Charitable Trust. The main restoration issue has been the level of rust and general decay the van has suffered after years of outside storage. Where possible, original parts have been re-used and where necessary, new replacements have been crafted. Most of the wooden areas, including the floor, cabin walls and roof are brand new, along with the roof canvas.

The Carriage Group is appealing for donations to fund the ongoing work, and has drawn up a list of items for sponsorship. They're determined to get the Toad back into service as soon as possible, with the hope that the restored van will earn revenue for the Railway, providing 'experience' days and brake van rides, and training opportunities for freight train guards.

GWR No. 4930 Hagley Hall

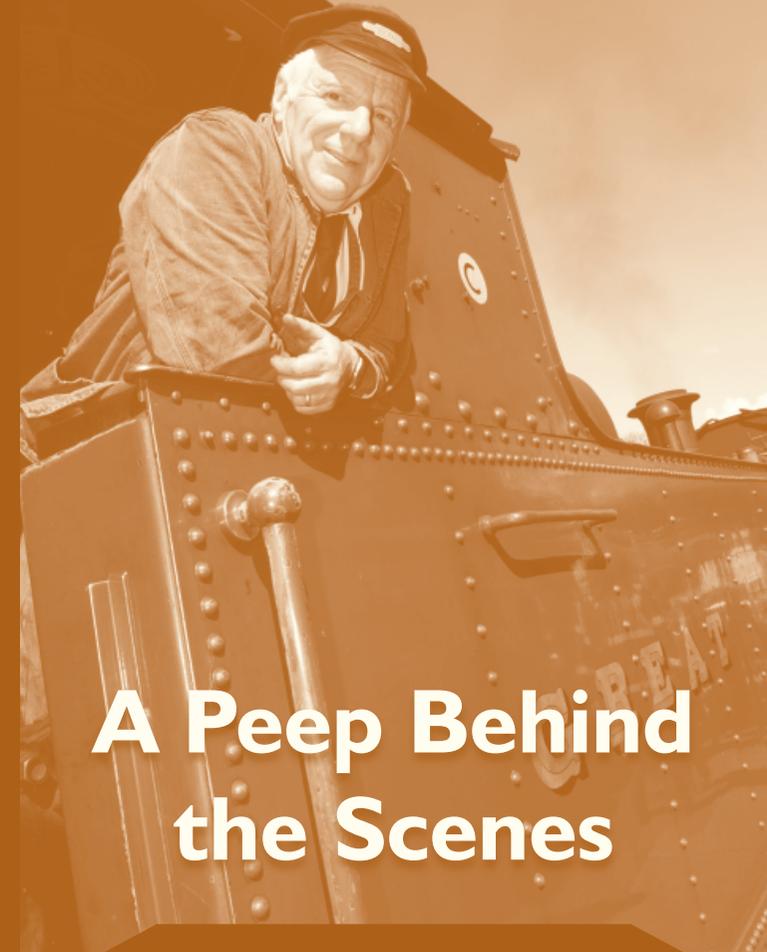
The SVR 2012 Share Issue placed the overhaul of 4930 "Hagley Hall" as one of its key objectives. The locomotive, long regarded as the flagship of our fleet, operated on the Railway between September 1979 and October 1986, during which time it also undertook many main line steam charters around former BR Western Region territory. Side-lined in late 1986 as in need of a 10-year boiler overhaul, the locomotive was cosmetically restored in 1999 for display at the Swindon Outlet Centre, and later, between 2008 and 2013 at The Engine House, Highley. Since then, restoration progress has taken place on several fronts. Utilising Workshop Staff, Apprentices and Volunteers, the tender chassis has been totally renovated, and a new replica Collett tender tank manufactured. New tyres have been fitted to the tender axles. The boiler has been removed from the frames of the locomotive, and the cylinders parted from the frames. Imminently, 4930's boiler will enter Bridgnorth Boiler Shop for a full restoration. Examination of the cylinder block revealed that it was beyond economic repair, and steps are now under way to manufacture a new cylinder block using state-of-the-art techniques. Restoration of the frames will begin later this year, and the locomotive wheelsets will be transported for re-tyring.

4930 is supported by The Friends of Locomotive 4930 "Hagley Hall", an independent fund-raising group formed in 1999 to help fund the locomotive's restoration. Since then, the Group has raised over £115,000, and has already funded purchase of major components. The added requirement to manufacture new cylinders has increased the need for more funds to complete the restoration.



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A Peep Behind the Scenes

Saturday 15th July 2017

Ever wondered how a signal box works, or how we change the tyres on a steam locomotive? Or where our carriages are stored or what happens when we need to fix a wagon? All of these questions, and more, can be answered by our volunteers and staff today, as you take a look behind closed doors!

Purchase your £5 wristband for access behind the scenes.

All proceeds from wristband sales will go towards Severn Valley Railway Charitable Trust projects.

Timetable B. Normal fares apply.

Today's event will give you the opportunity to see what goes on behind closed doors and the chance to experience first-hand the skill and dedication needed to run our Railway. You will be entering a true working environment, and whilst every effort has been made to make your visit as comfortable and as safe as possible, there are the occasional uneven surfaces and steps to negotiate. Your visit may also involve being in close proximity to oily and greasy machinery, so please listen to the advice of Volunteer Stewards, and at all times remain within the clearly marked walkways. And above all, be sure to ask as many questions as you wish!

WRISTBANDS - Purchase your wristband for £5 per person at Kidderminster, Bewdley and Bridgnorth Booking Offices. Please have your

Kidderminster

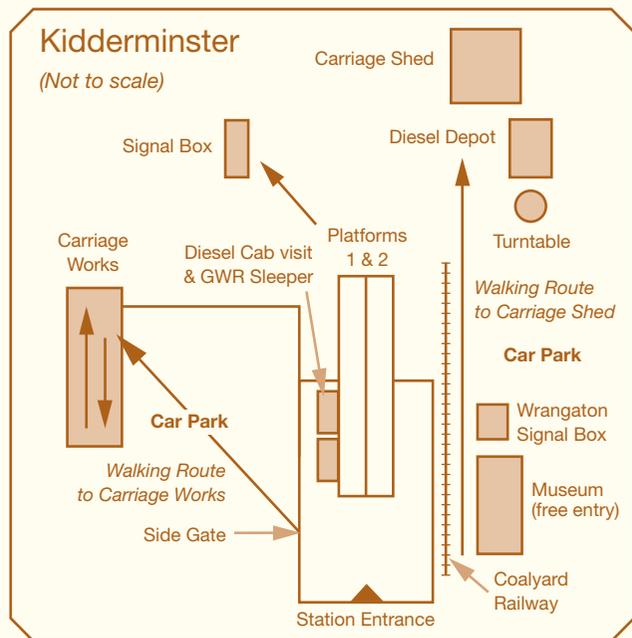
THE DOCK - Visit the cab of a diesel locomotive and view a GWR First Class Sleeper.

KIDDERMINSTER RAILWAY MUSEUM - Entry to the Museum is free as always, with visits to Wrangaton Signal box available too.

THE CARRIAGE WORKS - Make your way over Network Rail's car park to the Carriage Works. We have over 60 carriages in operation, and this is where servicing, painting and maintenance takes place.

SIGNAL BOX - Tours start from the end of Platform 1 & 2, where you will be guided across the tracks.

DIESEL DEPOT, TURNTABLE & CARRIAGE SHED - Follow the footpath next to the miniature railway to the car park, and look for the signs. The Coalyard Miniature Railway is running a return service to take you halfway (this service is free of charge if you have a wristband). Our award-winning Diesel Depot houses a number of serviceable diesel locomotives, as well as those receiving maintenance. During your visit, be sure to see a locomotive taking a spin on the turntable. Beyond the Depot, Carriage Shed tours commence at 11am and take place every 30 minutes on the hour & half hour. Last tour at 4pm.



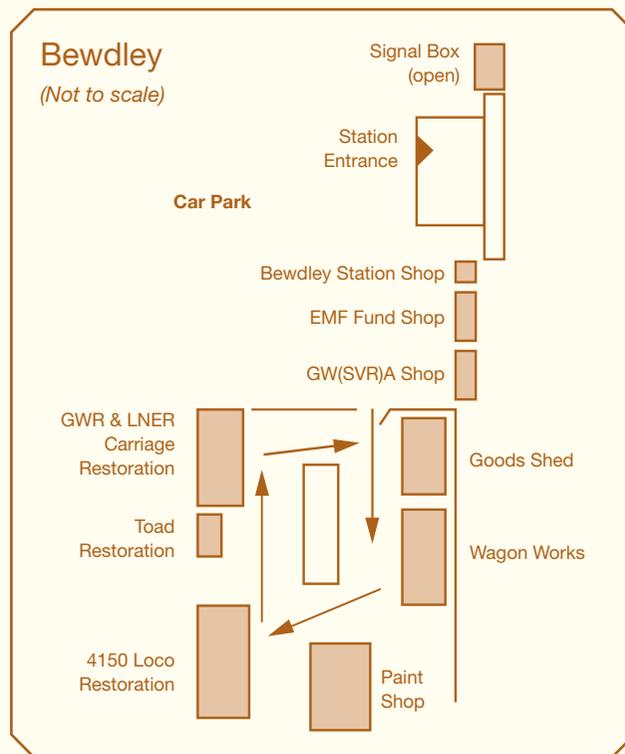
wristband visible at all times. Accompanied Children 15 & under FREE. 'Freedom of the Line' ticket required for travel.

PLANNING YOUR VISIT - Once you have purchased your wristband, you can visit all of the listed areas in any order, as many times as you wish throughout the day. Due to the fact that much of the Railway was designed and built many years ago, pushchair and wheelchair access is restricted at some locations, but in true SVR spirit we will do our best to accommodate everybody. Areas are open to the public from 10.30am until 5pm, with last admissions at 4.30pm - unless stated otherwise. It may be necessary to temporarily close areas to the public for operational reasons.

Bewdley

SIGNAL BOX - Visit Bewdley North Signal box at the end of Platform 1 - there are stunning views of the town and southbound trains approaching over the viaduct.

Bewdley YARD - Enter the yard through the gate at the end of the car park and follow the marked out walking route. On your visit you'll see volunteers and staff hard at work in the Goods Shed & Wagon Works, and Paintshop, as well as the restoration sites of 4150, a GWR 'Toad' brake van and the GWR & LNER Carriage Groups.



Highley

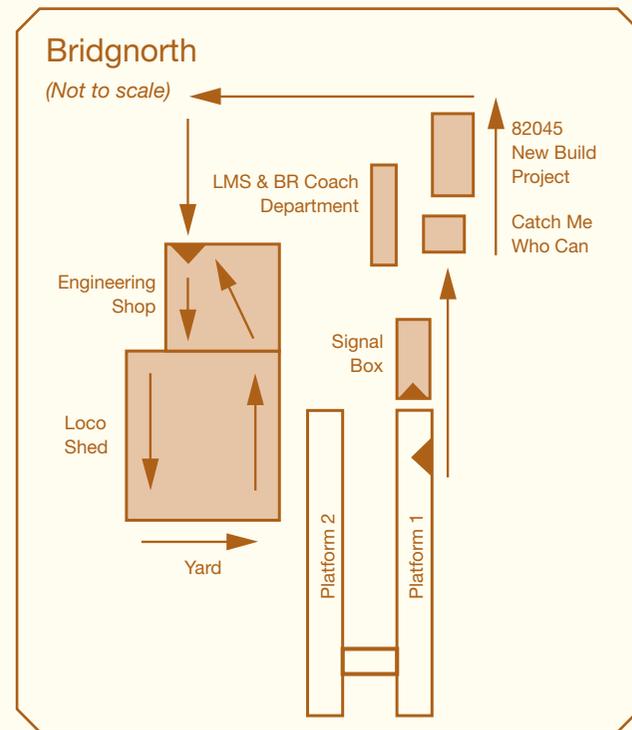
WICKHAM TROLLEY RIDES - Take a short (and bouncy) ride in the Wickham Trolley - one of our lightweight maintenance vehicles. Please make your way to the Signal Box, where the rides will depart. Passengers are limited to 6 per trip. Operates from 10.45am - 12.30pm & 1pm - 4pm.

CAB VISITS, THE ENGINE HOUSE - For the first time ever, we are allowing footplate visits on two locomotives on display in The Engine House! Climb aboard ever-popular No. 600 Gordon and Standard Tank No. 80079, to experience these locomotives from a whole new perspective - from the driver's seat! The perfect opportunity for a selfie...

Bridgnorth

MOTIVE POWER DEPOT & WORKS - We have a large fleet of serviceable steam locomotives, alongside those currently undergoing overhauls and restoration - most of which takes place at Bridgnorth. On the site we have a machine shop, wheeldrop, yard and paint shop for you to see.

SIGNAL BOX - Bridgnorth Signal Box is open for visits; the Signalman managing the flow of arrivals and departures from the Station and Yard.



Demonstration Goods Train

The sight and sound of a Great Western goods train ambling along the Railway behind a tank engine is a rare treat! There are over one hundred goods wagons based on the Railway, dating from the 1880s to the 1980s, with examples from all four post-grouping railways, plus many pre-grouping, private owner and BR wagons. The wagons you see in the goods train operating today are mostly former GWR vehicles, and are loose coupled together, therefore requiring a brake van at one end for the Guard. Whilst at Kidderminster (11.00-11.30 & 3.15-3.45) and Bridgnorth (1.00-1.30), shunting demonstrations will take place to get the brake van from one end of the train, to the other - a complex operation!

The goods train will operate as follows: Bewdley depart 10.35, Kidderminster arrive 10.49. Kidderminster depart 11.40, Bridgnorth arrive 12.57. Bridgnorth depart 1.45, Kidderminster arrive 3.11. Kidderminster depart 4.00, Bewdley arrive 4.14.