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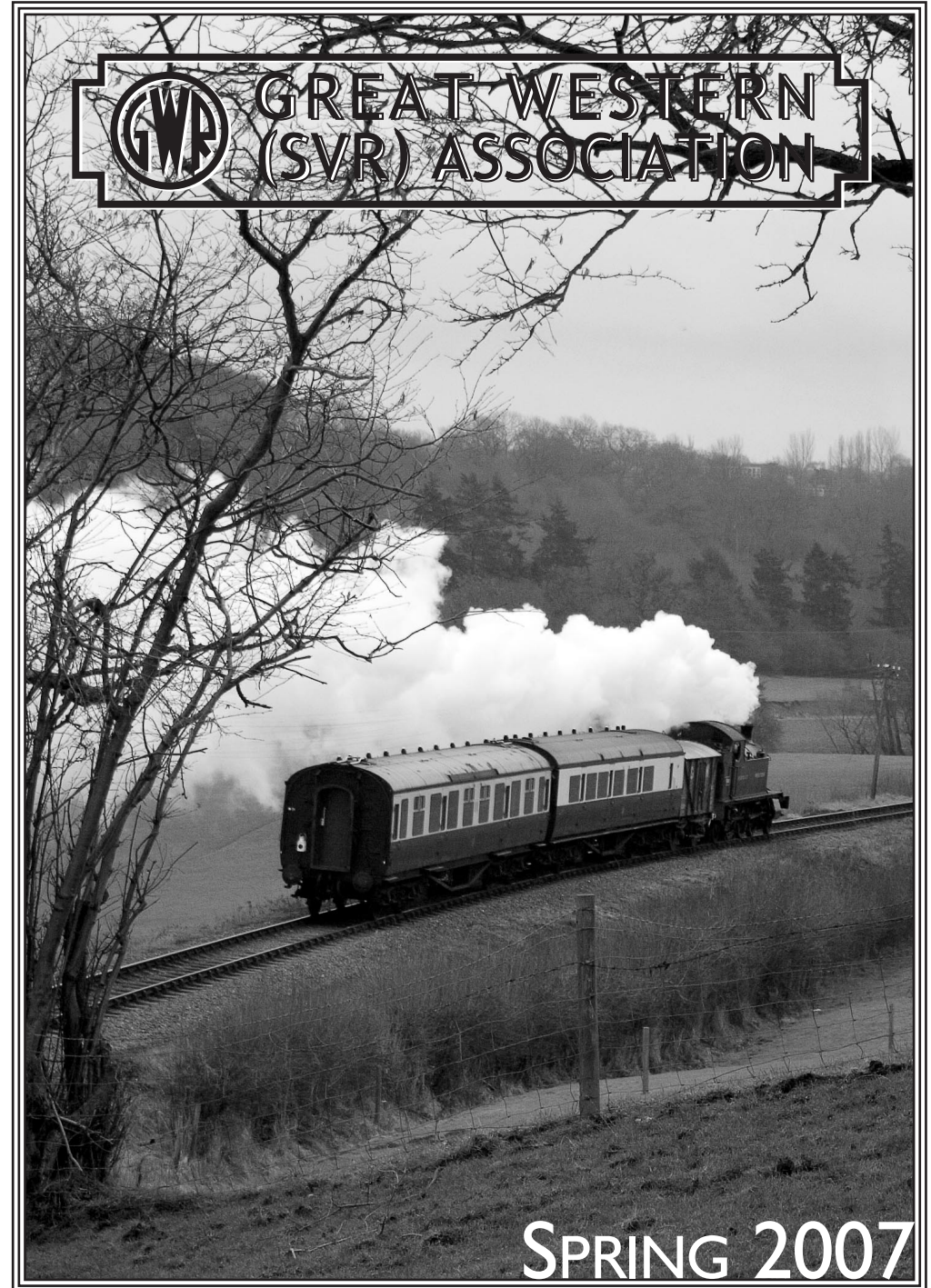
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Great Western (SVR) Association
Bewdley Station • Bewdley • Worcestershire



Editorial

Following comments in the last newsletter editorial, Roger Stubbs produced a discussion document, which was circulated at the October AGM. A summary of his comments and the response of your committee are included in this newsletter.

One action that has been taken is to co-opt two members onto the committee. Paul Bennett, who is responsible for our award winning website and the production of our Newsletter is to take charge of publicity. Graham Gardener, who has helped the Association for a number of years ferrying patterns and castings backwards and forwards to various foundries is going to assist me with the Carriage Restoration Shed project, which at present is stalled.

The major event on the SVR this year will be the opening of the Engine House at Highley. This modern Visitor and Education Centre will not only display some of our 'out of ticket' locos, but will enable the visitor to learn more about railway preservation and the Severn Valley Railway.

The SVR is anxious that the various loco and rolling stock groups are involved with this project. There will be an opportunity for the Association to tell its story to a much wider public. It is a chance not to be missed.

Phil James



The SVR's new 'Engine House' is rapidly taking shape at Highley as seen 23rd February 2007. 7325 should be in residence later this year.

1399

Members will have been saddened to learn that Audrey Commander passed away on Thursday the 5th October 2006. A full obituary was published in the Autumn 2006 SVR News. Husband Ken continues to regularly man the Sales Stand at weekends so if you are passing please call in to say hello.

Ken still requires quality items to sell including unwanted gifts and bric-a-brac; paperbacks and CD's sell well, but no electrical goods, recent railway magazines, cassettes or bulky items please, there is no room!

With a good spell of warm dry weather the re-painting should be finished and 1399 will once again be looking smart.

■ Improve fund raising

With these aims in mind some practical action is already been undertaken to promote the Association:

On and around the railway

- Produce a new publicity/membership leaflet for distribution in the Association's shop, Bewdley Station, Kidderminster Station and the Engine House, Highley
- Produce information panels to attach to rolling stock under restoration

SVR Membership

- Regular news updates and articles in the SVR news.

Website

- Continue to develop the website.

Open coach

- Open 9103 for viewing on members/shareholders weekend and gala weekends

Enthusiasts Press

- Send regular updates to Heritage Railway, Steam Railway and Railway Magazine

Fund raising

- Develop sponsorship of specific items rather than asking for general donations.

Members who would like a full copy of 'Recruiting New Members' please get in touch with the secretary, address at back of newsletter.

Many thanks to Roger Stubbs for giving us a timely boot up the backside.

Front cover photo: A timeless scene on the Valley. Recently overhauled Great Western small prairie 4566 with 2303 Fruit Van and two of the Association's carriages, 6913 and 1146. 23rd February 2007. Photo: Paul Bennett

Recruiting New Members

A discussion paper, written by Roger Stubbs and entitled 'Recruiting New Members,' was circulated at the Association's October AGM. Roger wrote the paper in response to the editorial in the Summer Newsletter, which asked why was the Association less successful in recruiting new members in comparison to other similar groups on the SVR.

It is difficult to condense a four-page concisely written paper into a few paragraphs. But the following were some of the main points:

- The GW(SVR)A has a very low profile
- The GW(SVR)A does not have a good reputation for making new helpers welcome
- The GW(SVR)A does not regularly publicise its needs - money and labour - outside its own membership; even within the membership, the message is one of everlasting toil and struggle to complete projects that have been running for years
- The GW(SVR)A does not appear to have a well defined business plan; it has lots of projects that it would like to progress – but these are more like a 'wish list' than a structured, realistic plan for the next few years.

In suggesting ways to improve this situation Roger suggests the following:-

- Raise the Association's profile
- Let all SVR members and shareholders know the valuable contribution that the Association makes to the railway
- Put more effort into recruiting more helpers/members
- Make sure we get our fair share of new SVR volunteers
- Produce an up-to-date list of jobs (and related skills) that we need to get done
- Make new helpers/members really welcome
- Motivate our existing members.

In summary we have to put as much effort into recruitment and welcoming new members/helpers as we put into restoration and the maintenance of our rolling stock.

In accepting much of what has been argued in the paper Paul Bennett was co-opted onto the committee with a view to improving the Association's profile and publicity.

Paul has been working hard and has produced a plan, which has the following aims:

- Create greater awareness of our work, both on and off the railway
- Increase membership
- Encourage new working members

Collett Mogul 7325



The SVR has written to the Association requesting permission to return 7325 from the Steam Museum Swindon to the Engine House Highley in time for the proposed opening in June. Certainly the loco has no objections, a case of quitting the Ritz and entering the Savoy.

We understand that the loco will be split from its tender so that the public will be able to view the footplate. The SVR is anxious that the Association is fully involved whilst the loco is on display. Members will be invited to make regular visits armed with plenty of dusters and Brasso. After all the pampering 7325 has received at Swindon it is the very least we can do.

Siphon G 1257



Following completion of roof repairs and some attention to the buffers and drawgear, 1257 left Bewdley at the end of October to take up its Santa special duty ferrying presents. It returned in January so that repairs to the louvres and doors can be completed before having a full repaint. It will then be stored in the Carriage Shed between special appearances. During its time at Arley, during the 1980's, the internal characteristic shelving was removed and it was thought destroyed. However, it may well have been stored at Kidderminster and efforts are being made to find and retrieve it.

Hawksworth 2119

The opportunity was taken in November to move 2119 from Kidderminster to the space vacated by 1257 at Bewdley. A survey of the condition of the coach was undertaken to assess the extent of repairs that will have to be undertaken. All asbestos was stripped out before re-sheeting and making the coach watertight. The Association continues to press for a full restoration of 2119 to be undertaken as soon as possible. This has been agreed, although no start date has yet been confirmed. 2119 is now back at Kidderminster stored on the new siding laid between the rear of The Harriers football

ground and the row of diesel locos. This siding, which can accommodate five coaches, has helped to ease operational problems at Kidderminster.



A shunt of the stock in Bewdley yard saw Syphon G 1257 moved out of the scaffold and 9103 take its place.

9103

9103 sits inside the scaffolding cage enabling work on the roof to be undertaken in safety. Work has begun on stripping the old paint from the roof and one of the roof tanks has been removed. Both tanks will be replaced with stainless steel new-builds. Further work will involve the removal of rain gutters and the steel hoops, which cover the joints between each roof sheet. The sheets will then be removed and the exposed wooden hoops checked for deterioration before re-fitting the sheets. The joint between the adjacent sheets will be covered with a pop riveted metal strip to eliminate water leaks, a common fault with this method of construction. The metal hoops will then be replaced to retain the characteristic appearance of the bow ender and the rain gutters re-fitted.

Other external work includes checking the level of the counter-sunk screw heads on each body panel, prior to filling; there are thousands!

The south end has now received its finishing black and the corridor connection and canvas fitted. Similar work has begun on the north end.

Internal work has concentrated on adjusting the width of the upholstered seat backs to enable the side panels to be fitted. This has now been completed and it only remains to screw the arm-rests into position. Similar work has been completed in the Guards Van; in addition the gauges have been fitted and repairs to the vacuum setter and steam heat completed.

9369

Over the winter 9369 has been through in the Bewdley paint shop and emerged in 30's style livery with single waist band and GWR roundel. Before returning to traffic, George Tarrant, with sister Ros and his two children took the opportunity to view the carriage and the new tables installed as memorial to his father, John.



650 Appeal

Following on from Colin's article we are launching a fund raising appeal towards to the restoration of GWR Excursion Brake 650. Clearly there's still much to do on 9103 but as we work to finish this here's a good opportunity to shorten the restoration time needed on 650 by manufacturing as many of the components parts as possible beforehand. So when 650 is shunted into Bewdley yard everything will be ready just to bolt in to place... we can but dream!

Colin, in particular, has already been busy behind the scenes sourcing parts and having components made but there's still much to do.

How much we can achieve is going to be dependent on the funds available, so we do hope you will be able to support this appeal. A leaflet is enclosed with this Newsletter.

650 is unique, and as an open brake will be an extremely useful vehicle to the Railway.



Coach Opening

We are planning to open up 9103 for over the forthcoming Members and Shareholders weekend on March 24th and 25th. Whilst 9103 isn't in the most accessible location in the yard there are only a few opportunities in the year to present our work to the larger SVR membership so we need to take the chance whilst we can. We will be preparing some extra leaflets and may well have some part from 650 on display as well.

Membership Renewals

It's that time of year again and membership subscriptions are now due for 2007. The renewal form is enclosed and your continued support is appreciated.

In 1937 two more trains appeared, VT3 and VT4. These comprised of Lots; 1575, Third, 1576, Brake Third and 1577 Kitchen Car. Still being built with recessed gutters and to 9ft body profile, the window bottoms were now radiussed which helped disperse the rainwater.

In 1938, the Great Western adopted an 8ft 11inch body profile for all its stock thereby making it acceptable over most of the national network. This new standard body was lengthened to 60ft 11 inches. At same time, the recessed gutters were finally done away with and the new gutter sat flush with the bodyside.

Lot 1591, Third and Lot 1592, Brake Third appeared in 1938 to the new body profile but otherwise unchanged. To provide the dining facilities, for VT5, two 12 wheeled Kitchen Cars were built on Lot 1603 also to the new



An interior view of one of the first Lots with the Beclawat windows. Dia C68, Lot 1530, No 4568.

body profile. During 1938 more Thirds were built to Lot 1625.

The final carriages of this type were built in 1940 to Lot 1643, Third and our very own Lot 1644, Brake Third. It seems that these vehicles were never formed up as sets but were put into general use no doubt because of the exigencies of war.

One interesting thing about the sets was that the vans got progressively shorter over the years. The first brakes only had two bays of seats with accommodation for 16 passengers and Lots of room for the crates of beer. The later brakes had four bays of seats with accommodation for 32 passengers. 650 has five bays of seats with accommodation for 40 passengers.

To be continued next issue.



Two further official views of Dia C68, Lot1530, No 4568.

Work on connecting the exhaust pipes that run from the steam heat radiators, in both saloons, has also been completed. In order to avoid water exhausting onto the underframe eight of the fourteen pipes had to be selectively bent before threading and fitting. The two saloon tables have also been finished and will be fitted once the saloons have been cleared and tidied.

Castings for the window poles and door stops have arrived and require machining prior to fitting.

Overall the interior nears completion with only the toilets requiring finishing and the corridor graining. Lunchbox adverts will have to be fitted above each door and the west-side door draught excluders also fitted.

2426

The Association is now pressing for 2426 to be taken out of use as station staff accommodation at Hampton Loade. It is essential that the coach is moved into the Carriage Shed at Kidderminster during the summer to enable the framework to dry out before sheeting over and putting into external store prior to restoration.

1145

There are some ongoing developments regarding the future of 1145. This Churchward Passenger Brake was built in 1922 and was purchased by member Phil Fryer in 1973, whilst located in the Bristol area. For many years it was used as a Santa Grotto at Arley. More recently it was used

as a temporary shop for the Bewdley Station and LNER Coach funds. At present it is stored out of use at Kidderminster.

With work on Gresley Compo 2701 nearing completion the LNER Coach Fund wish to commence the restoration of its Pigeon Van 70759, which currently houses the Bewdley Station and LNER Coach Fund shop.

Phil Fryer has indicated that he would be happy for 1145 to once more take on this role. Phil has also indicated that he would like to donate 1145 to the Association.

Whilst a full survey has yet to be made it is known that the coach is in need of a lot of TLC, particularly to the roof, which has suffered from the removal of the guards compartment partitions, whilst in use at Arley. All fourteen doors also require major attention.

Negotiations are still at an early stage, but there is a possibility that a co-operative effort, including the SVR, the LNER Coach Fund and the Association will result in 1145 having both a secure future and also becoming an attractive static exhibit at Bewdley.



Churchward Passenger Brake 1145 at Kidderminster.

Excursion to Kidderminster - Part I

Colin Jenkins

Now that the restoration of 9103 is coming to an end, thoughts are turning to 650, our Brake Open Third.

The Excursions were built over a period of five years, from 1935 to 1940. They are generally considered to be the first of the 'modern' Great Western carriages although the first Lots carried over some of the less desirable features of their predecessors.

The first Lots; 1529, Kitchen Cars, 1530, Thirds and 1531, Brake Thirds were built in 1935

to a 9ft body profile. They had the fully recessed gutters of previous vehicles which, although very good at getting rid of rainwater, were prone to leaking if not regularly maintained. They were also fitted with very



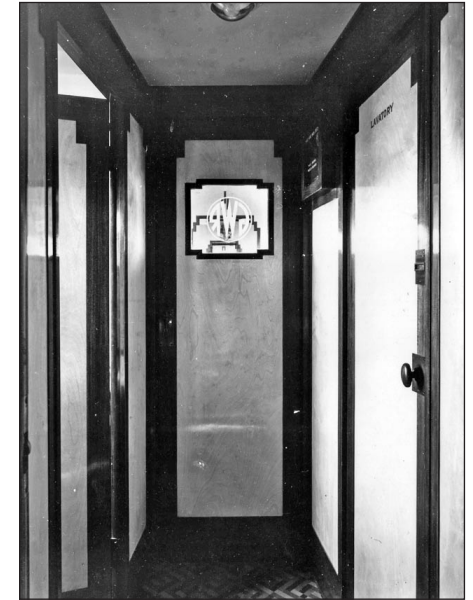
The distinctive Art Deco styling of the Excursions is shown to good effect here. Dia C74, Lot 1575, No 1285.

large windows which could be lowered by about nine inches using the 'Beclawat' system. This comprised a handle and a rubber flap inside the window which could be moved to release the glass and allow the

window to be lowered for ventilation. The windows were also inset and this allowed water to get into the framing.

The interiors were right up to date using Art Deco styling to very good effect. The framing was in mahogany whilst the panelling was in birch. The fittings were of oxidised bronze. Upholstery was in the fan motif.

The carriages were used in fixed formations and to start with were used only on excursion traffic, being known as Vestibule Trains. VT1 contained the two Kitchen Cars while VT2 were given a triplet set from the disbanded articulated trains. This state of affairs continued until new Thirds of Lot 1558 of 1936 were built. These carriages were also built to the 9ft body profile. They also had the recessed gutters but the windows were now fixed and flush with sliding lights at the top. The tops of the windows were radiused, but the bottoms were square. From the start, there had been complaints from catering staff about the difficulty of serving meals to every seat and more often than not, the trains ran without the Kitchen Cars.



One of a series of official photographs showing the interior of Dia C68, Lot 1530, No 4568.

650 was one of only two coaches built to Dia C130, Lot 1644. This is an official view of sister vehicle 651.

