

Ensuring the Past Has a Future at the Severn Valley Railway

There's a heady scent of excitement and anticipation in the air at the SVR this year as we look forward to the prestigious visit of the newly restored Flying Scotsman in September. Hosting the ultimate icon of steam locomotives is testimony to the prominent place that our heritage Railway holds in the nation's hearts.

The Railway operates on 200 days throughout the year, showcasing the dedicated efforts of its staff and 1,500 volunteers, and in 2016 we're hoping to hit the magic number of a quarter of a million visitors.

The SVR Charitable Trust plays an important part in supporting many developments at the Railway, including the pioneering Heritage Skills Training Academy. Read on for the full story ...





2

Whilst the day-to-day running costs of the Railway are covered thanks to ticket sales and the retail and catering outlets, we need far more money to maintain the ageing infrastructure and rolling stock. This is where the Charitable Trust plays its part by encouraging supporters to help fund a range of exciting developments on the SVR.

MenziesNunn

FINE COLOUR PRINTERS

Are pleased to continue as sponsors of

PLATFORM

The Severn Valley Railway Charitable Trust is a registered charity, set up by the Severn Valley Railway family to help ensure the long-term future of the Severn Valley Railway.

Severn Valley Railway Charitable Trust, Number One, Comberton Place, Kidderminster, DY10 1QR

Tel: 01562 757940.

Email: fundraising@svrtrust.org.uk

www.svrtrust.org.uk

Registered Charity No: 1092723



When locomotive 60103 Flying Scotsman visits the SVR in September there's an extra treat in store for established supporters and the LNER carriage volunteers. They're getting first priority for invitations to our Charity Day event, and a seat on a premium train journey that will be the ultimate in steam-drawn luxury.

On Wednesday 21st September, for the very first time since 1964, Flying Scotsman will pull a set of nine Gresley teak carriages. There'll be three round trips from Kidderminster to Bridgnorth.

This special event will be a once-in-a-lifetime experience for steam lovers and a major fundraising opportunity for the Charitable Trust.



Designed by Sir Nigel Gresley and built in 1923 for the LNER, Flying Scotsman has undergone a 10-year, £4.2m restoration and comes to us in prime condition, with an improved chassis, new firebox and a genuine A3 boiler fitted.

On 1st May 1928, complete with a new tender, designed with a corridor to allow a crew change, the locomotive hauled the first non-stop Flying Scotsman service from London to Edinburgh, and by 1934 it was officially recorded as the first engine to reach 100mph.

The Ultimate Steam Experience – the Flying Scotsman Charity Day

3



Happy Memories

The LNER Carriage Group's fundraiser Richard Hill tells us about two very special trips he made over 50 years ago

"I was privileged to travel on board the last BR scheduled train hauled by 60103 Flying Scotsman on a freezing January 14th, 1963. At the time no-one knew what future there would be for working steam. The train was packed with like-minded enthusiasts, determined to have a last experience of the sound and smells of the A3's final run in public service. I was in the front coach where it was standing room only all the way from King's

Cross to Doncaster. Inevitably all the windows remained firmly open, so any heating was totally ineffective! But I wouldn't have missed it for the world. Just over a year later I travelled again behind a restored Flying Scotsman, hauling the then last complete operational train wholly formed by nine Gresley teak carriages."

History comes full circle in 2016 when Richard, a longstanding LNER volunteer and donor, will be reunited with the Flying Scotsman, when it hauls the SVR's unique teak train, also formed of nine restored Gresley carriages.

4



Text 2 Give

A New Way of Supporting the SVR

We're making it really easy for visitors to the Railway to contribute to the £1m Restoration Appeal for our Future Fund, which will support the long-term financial resilience of the SVR. All that's needed is a mobile phone! Simply text 'SVRC00' and the £ amount to 70070. In this way, we're reaching out to a wider pool of people to get the financial support we need. With up to 250,000 passengers expected this year, we think this will be a great new way of engaging everyone beyond simply buying a ticket.

PLEASE TEXT AND SUPPORT THE APPEAL

5



T: 01562 757940

E: fundraising@svrtrust.org.uk

www.svrtrust.org.uk

The Story Behind 2701, one of the Charity Day Carriages

In 1922, the year before the GNR was absorbed into the LNER, it built 2701 as a corridor coach containing 1st and 3rd class compartments. When the carriage arrived at the SVR in 1994, none of its original interior existed and most fittings were missing. Thanks to some clever networking by volunteers and some swaps with other heritage railways, many of the 'difficult' bits were tracked down and salvaged.

All the teak panels needed to be replaced, and there's an interesting story behind this. Around 80 tonnes of timber were salvaged from the wreck

of the SS Pegu, sunk by a German U Boat during the First World War, seven miles off the Irish coast. When the teak was first recovered, it was completely

6



SS Pegu



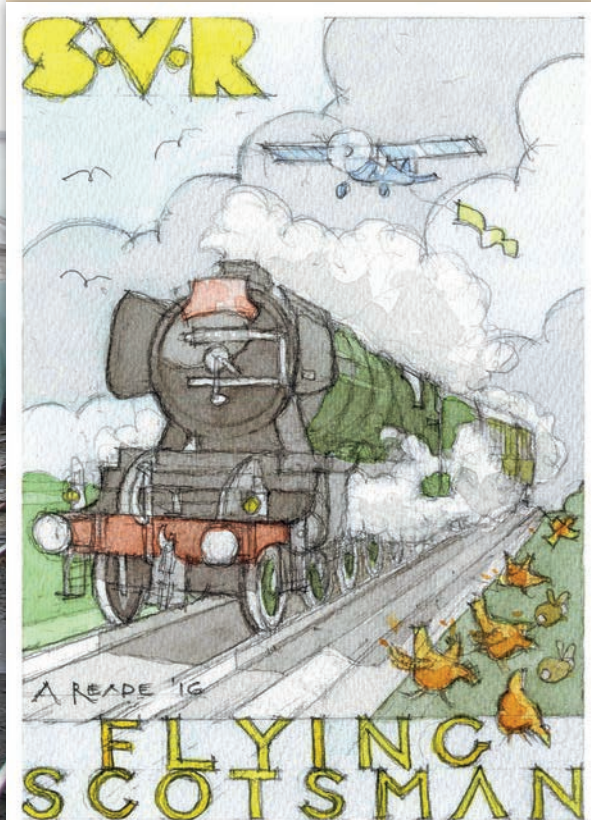
waterlogged and unable to float because it was a third heavier than it should have been. The wood had to be washed, air-dried, then slowly kiln-dried and was a valuable cargo, worth £2,100 per cubic metre dry weight.

Full restoration was completed in 2008 by the Trust, and GNR 2701 was formally launched into service on 16th August by Mr Tim Godfrey, grandson of its designer Sir Nigel Gresley, and Vice President of the LNER (SVR) Coach Fund.



Scotsman in Watercolours

Artist and SVR Charitable Trust Volunteer Alan Reade has produced this wonderful tribute in watercolours to Flying Scotsman to mark its restoration and visit to the Railway. Signed A4 prints and cards will be on sale at special event days on the SVR, or you can contact Smith York Fine Art Publishing on 01952 883461. All profits will support the work of the Charitable Trust.



7

Securing a game-changing grant from the Heritage Lottery Fund (HLF) was a fantastic coup for our endowment Future Fund. HLF has pledged up to £500,000 to match every pound we raise in private donations.

We're calling this special fundraising opportunity our £1 million Restoration Appeal, and with £640,000 already raised we're making great progress. However, HLF's match-funding arrangement will expire in June 2017, so we're increasing our efforts and appeals to make sure we hit our target of £1 million! See the Text to Give panel on page 5 for details of how

we're already reaching out to a wider pool of potential support.

One of the Charitable Trust's main aims is the long-term financial stability of the Railway, and this is where the Future Fund comes in. It's going to provide long-term funding for vital infrastructure and rolling stock projects. The SVR has 26 steam locomotives, 18 diesel locomotives

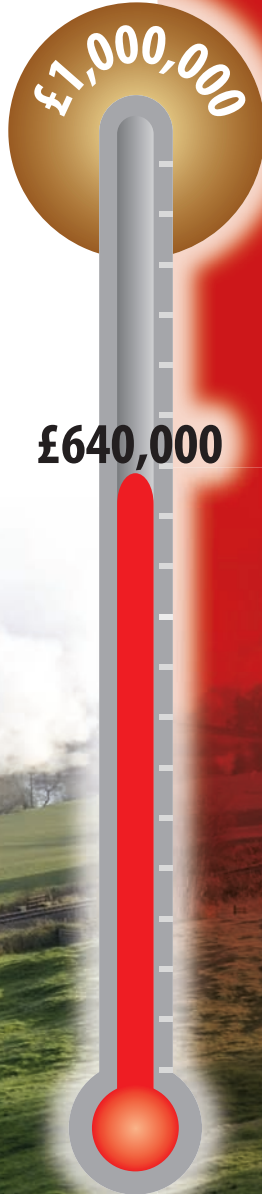
8

Future Fund



and shunters, not to mention 65 carriages and numerous wagons and trucks. Track and infrastructure, such as bridges and viaducts, also need looking after properly. It all adds up to a huge maintenance bill that we want to make sure we can meet.

The great news is that there are so many ways you can help. You can give a single cash donation, become a Patron by making a regular donation or leave a gift in your Will or in memory of a loved one.



Can you do your bit to help us raise £1million?

We've been doing the sums, and we've worked out how we can hit our £1million target, but we need your help to make it happen.

9

If 600 of our supporters sign up to give £10 a month for just one year, we will raise the remaining £360,000.

Your contribution would total £120 over the course of the year, but Gift Aid and our HLF match-funding will boost it to £300 for the Charitable Trust. If you are able to help to secure the long-term future of the SVR, please use the form in the centre pages, or visit svrtrust.org.uk

Business and Heritage: a Winning Partnership

Many businesses have already seen the value of joining the Charitable Trust's Corporate Partnership Club. For them, it's about making a strong statement and committing to the communities in which they're based. They also benefit from the unique blend of benefits that the Railway can offer, such as behind-the-scenes tours, family passes and use of our luxury dining carriages for corporate entertainment.

Last Autumn, Nexus Creative celebrated its 20th birthday with a special day for clients and friends at the Highley Engine House Visitor Centre. Director, Colin Foxall said: "This was a truly memorable venue for our party and we were delighted to be

able to show off the Railway to our guests. We've worked with the SVR for seven years and we think they're amazing. Staff and volunteers worked magic to make our event seamless and unique."

10



Welcome to the companies below who are the newest recruits to our Corporate Partnership Club. For a full list of members and to learn more about the benefits of joining, please visit svrtrust.org.uk or call 01562 757940.



A new Trustee for the SVR Charitable Trust

The Trust is delighted to welcome on board its latest recruit David Mead, who brings with him nine years of volunteer experience on the SVR, working both as a Guard and in the Carriage & Wagon works at Kidderminster, where he now also mentors our Heritage Skills Training Academy apprentices. David explains more about his new role:

"I want to help safeguard the future of the SVR, its artefacts and the skills needed to maintain them. I have a particular interest in the SVR's unique fleet of historic coaches covering the period 1912 to 1964.

"I'm especially keen on supporting the Heritage Skills Training Academy to provide a stream of skilled young people for our future workforce."

David is also a Director of Engineering for the Darjeeling Himalayan Railway Society.





12

The Railway is preparing to launch a further Share Offer to fulfill ambitious plans to develop its facilities at Bridgnorth. As we go to press in the spring, the SVR is awaiting planning permission from Shropshire County Council. However, if you're reading this later in the season, work may well have already started!

The total cost of the project will be around £5m and according to SVR General Manager Nick Ralls it will transform Bridgnorth station:

"This really is the most significant development in the Railway's 51-year history. The original infrastructure and buildings at Bridgnorth were never designed to cope with the large volume of passengers we have today. We'll be creating a dramatically improved experienced for visitors and

staff, and boosting the local economy."

The first phase will see the construction of a GWR-style building as a refreshment room and toilets, followed by the restoration of the original Grade II listed station building. The Railwayman's Arms public house will be refurbished and enlarged and there'll be new retail and heritage areas and disabled toilet facilities.

In the longer term the plan includes



Bridgnorth Development: the Most Significant in our History

13

additional car parking, a new volunteer accommodation block and the installation of a heritage turntable which will allow visitors a full view of locomotives being turned.

Money from the SVR's 2012 Share Offer will be used to fund the initial stages of this exciting development, but proceeds from the 2016 Share Offer, which will be made available in the autumn, will be vital as we progress.

Alternatively, you can support the Bridgnorth development project by donating through the Charitable Trust. **Any donations made to us will attract 25% Gift Aid at no extra cost to you.** You can support the

project by making a single donation, a regular donation, or a gift in memory of a loved one. To donate through the Charitable Trust, please use the donation form in the centre pages of this newsletter or visit svrtrust.org.uk

Please indicate you'd like your donation to go to 'Bridgnorth'.

Whether you decide to help through the 2016 Share Offer or by making a donation through the Charitable Trust, you'll be playing your part in the groundbreaking Bridgnorth development project, enhancing the SVR's future security as a leading regional visitor attraction.

A New Era

SVR's purpose-built diesel maintenance depot has its official grand opening in May 2016, but is already making a huge difference to volunteers and staff working on the diesel fleet. For the previous 20 years, facilities were very basic, as Chairman of the Diesel Committee Jonathan Dunster explains:

"We really didn't have proper facilities at all, and were literally working in a field, in all weathers. Now we have most of the specialist equipment we need and most importantly a clean and dry environment."

14

The 100m² Depot boasts two inspection pits, lifting jacks and a 10 tonne overhead travelling crane.

Most of the SVR's diesel locomotives are over 50 years old; three are more senior than our newest steam locos. Jonathan says diesel is integral to the Railway's operation:

"The SVR simply couldn't function without its fleet of diesel shunting locomotives. And let's remember that around 10% of our scheduled



for Diesel

passenger services are diesel-operated. There's significant interest in heritage diesel locomotives amongst railway enthusiasts and the public, as you no longer see them operating passenger trains on the national network. These locomotives are as much a part of Britain's industrial heritage as the steam locomotives they replaced, and the SVR has a particularly notable collection."

The Depot has been funded by many

contributors, including the SVR Charitable Trust. The Railway's General Manager Nick Ralls is delighted with this addition to SVR's infrastructure:

"It's part of recognising the importance of preserving heritage diesel as well as steam locomotives, and we're now in a great position to maintain and overhaul our diesel fleet, keeping it operational for future generations to enjoy."



Love the Railway?

Then why not become a Member?

We're guessing you've already got more than a passing interest in the Severn Valley Railway, so why not get more involved with us by becoming a Member? This opens up a world of possibilities to you, such as reduced train fares on most days including steam and diesel galas, our quarterly magazine Severn Valley Railway News, and the opportunity to volunteer and play your part in helping us run this wonderful Railway.

Membership starts from as little as £21 a year, with reductions for Senior Citizens and Young Persons. Please complete the form below and send it to us with your payment.

To pay by debit or credit card, call Kate Kirk on 01562 757930 between 9.30 and 2, weekdays only.

We look forward to welcoming you into the SVR family!



16



Subscription Rates *(Please tick appropriate box)*

	1 Year	3 Years	Young Persons – 1 Year	
Ordinary	£21.00 <input type="checkbox"/>	£58.00 <input type="checkbox"/>	Junior (14 – 16)	£10.00 <input type="checkbox"/>
Joint	£31.00 <input type="checkbox"/>	£88.00 <input type="checkbox"/>	Student	£15.00 <input type="checkbox"/>
Senior Citizen	£16.00 <input type="checkbox"/>	£43.00 <input type="checkbox"/>	<i>(or in full time education)</i>	
Joint Senior Citizen <i>(one or both receiving state pension)</i>	£24.00 <input type="checkbox"/>	£67.00 <input type="checkbox"/>		
Family <i>(includes children under 14)</i>	£36.00 <input type="checkbox"/>	£103.00 <input type="checkbox"/>	Life	£420.00 <input type="checkbox"/>
			Joint Life	£620.00 <input type="checkbox"/>

I/We enclose £..... for my/our subscription to the SVR, plus an (optional) donation of £.....

Name:

Address:

Postcode:

Membership Card Expiry Date *(for renewals only)*:

(V.A.T. Reg'd No. 275 8445 21)

Registered Office: Number One, Comberton Place, Kidderminster, Worcestershire DY10 1QR
Registered No. 906842

T: 01562 757940

E: fundraising@svrtrust.org.uk

www.svrtrust.org.uk

In Loving Memory

Many people find that making a donation in memory of someone special is a fitting way to celebrate their life. Often families ask for donations in lieu of flowers at a funeral. These donations not only honour the life of a loved one and provide comfort to those

left behind, but also make a real difference to helping preserve the Railway for future generations.

When a donation in memory is made of £500 or more, we create a memorial plaque for display on our dedication board at Highley station.

In the past year, donations to the Severn Valley Railway Charitable Trust have been gratefully received in loving memory of:

Roy Bannister

Peter David Brass

Ronald Evans

David Hall

Ronald Julian

William John Lepley

Andrew Norris

Colin Robinson

Christopher John Smith

John Smith

Michael John Smith

Michael Thomas Smith

David Togni

David Walden

Lance Arthur Warren

Special thanks to the family of Andrew Norris for their donation in memory. Andrew passed away very suddenly and is greatly missed by us all at the Charitable Trust office where he volunteered as a fundraiser.

Donations have enabled the Charitable Trust to fund the restoration of carriages and infrastructure as well as the Heritage Skills Training Academy.



Please Give

Give now

Donations are a vital source of income for the SVR Charitable Trust. Whether your gift is large or small, it will make a difference. Currently, the Heritage Lottery Fund (HLF) is matching £ for £ all donations for the long-term support of the Railway. That means that until June 2017 a £50 donation from you is worth an amazing £125 to the Charity, once Gift Aid and HLF match-funding is added.

Give regularly

Regular gifts are extremely important so we can plan our support for the Railway. The SVR Patron's Club recognises and thanks the generosity of our kind supporters. On receipt of your regular donation mandate, we will send you a Patron's Club lapel pin badge and update you on our work. We may be able to claim an additional 25% from HMRC at no extra cost to you through Gift Aid. Please contact us for details.

Give later

Leaving a gift in your Will is another way you can support the Railway, especially if you are currently unable to donate. Your legacy, of whatever size, will in the future help us continue the work of those who have rescued and preserved the Railway since 1965. We'd like to recognise your generosity and will invite you to become a founder member of the SVR Guardians Club.

Please use the form opposite to make your donation.



The Severn Valley Railway Charitable Trust raises vital funds to support the work of the Severn Valley Railway

I would like to pledge my support to ensure the SVR can continue to give joy to families and enthusiasts for generations to come.

Name:

Address:

Postcode:

Email: Tel:

Date: Signature:

Give regularly – a monthly gift

I would like to become an SVR Patron and make a monthly donation of £10 £20 £50 Other

Date: Signature:

Please pay until further notice £ per month to The Severn Valley Railway Charitable Trust at HSBC Bank PLC

Please return to: Number One, Comberton Place, Kidderminster DY10 1QR

To (Your Bank):

Sort Code:

Address:

Postcode:

Please debit my account No:

Date: Signature:

19

Please see Gift Aid declaration below

Give now – a single cash donation

I would like to give a cash donation of: £15 £25 £50 £100 Other

Method of payment

- Cheque or CAF Cheque (please make payable to SVR Charitable Trust) Cash
- I have paid on-line using your "Donate Now" button on your website www.svrtrust.org.uk

Please treat as Gift Aid donations all qualifying gifts of money made:

today in the past 4 years in the future

giftaid it

I confirm I have paid or will pay an amount of Income Tax and/or Capital Gains Tax for each tax year (6 April to 5 April) which is at least equal to the amount of tax all the charities that I donate to will reclaim on my gifts for that tax year. I understand that other taxes such as VAT and Council Tax do not qualify. I understand the charity will reclaim 28p of tax on every £1 that I gave up to 5 April 2008 and will reclaim 25p of tax on every £1 that I give on or after 6 April 2008.

Give later – a gift in your Will

- I would like to speak to someone about leaving a gift in my Will. Tel:
- I have already left a gift in my Will to the SVR Charitable Trust and would like to become a member of the SVR Guardians Club.

Please tick relevant box.

Data Protection Statement: The Severn Valley Railway Charitable Trust collect, process and hold personal information in accordance with the Data Protection Act 1998, for their activities in supporting the Severn Valley Railway Holdings Company Limited. We do not share your personal details with other organisations outside the SVR Family. If you do not wish to receive updates or other communications from the Severn Valley Railway Charitable Trust or the Severn Valley Railway, please write to us at the address below.



Putting Your Affairs in Order

Many people put off making their Will for all sorts of reasons, but in reality it may be much easier than you think. Once your loved ones have been taken care of, you may wish to consider leaving a gift in your Will to support the long-term survival of the Severn Valley Railway. In the future, these types of gifts will become increasingly important to us, and we hope that you may be in a position to provide a lasting legacy to the Railway.

20

Worcestershire-based solicitors Thursfields are offering a discount of up to 25% on their Will Writing service to SVR supporters. Partner Steve Pitts has written an informative series of articles covering all aspects of how to put your affairs in order. These have been published in Severn Valley Railway News, and you can also find them on our website.

By letting us know you are planning to make a gift to the Charitable Trust in your Will, you'll be invited to join the SVR Guardian's Club. You'll receive a pin badge in recognition of your generosity, along with regular updates on our achievements, and an invitation to VIP days on the Railway.

As a special thank you to Guardians whose gifts exceed £25,000, we now invite their families to celebrate their life and their commitment to the SVR with private use of our luxurious observation saloon on the full 32-mile

round trip. We call these special days a Lasting Tribute, as this is exactly what we see the final gift as being.

For a confidential conversation about leaving a gift in your Will, please call 01562 757940. You can also use the form in the centre pages, or visit svrtrust.org.uk

The deaths of the Guardians below have been a significant loss and cause of sadness to all of us at the Railway and we offer our condolences to their families and loved ones. We would like to acknowledge the extremely generous gifts they have left in their Wills as their lasting legacy to the Railway:

David Asbury

David Dundas McRae

Neil Ker

Ken Quanborough

The Future of Heritage Engineering

Now in its third year the Heritage Skills Training Academy is going from strength to strength as it develops and nurtures the SVR team of apprentices. There are currently nine young people at different stages in their training, working across the various departments of the Railway. The apprentices attend college for their formal studies, but as they progress they increasingly work and learn alongside experienced engineers on the shop floor.

The Academy attracts interest and donations from a variety of sources, and is a funding priority for the Charitable Trust. In the past year, 96% of the Academy's funding has come from the Charitable Trust, and it's supporters like you who've made this pioneering initiative possible. The Railway firmly believes that its apprentices are the heritage engineers of tomorrow, and that they'll play an essential part in the SVR's survival and future security. We are extremely grateful for your donations and continued support.



Over to our

"There's loads of hands-on experience and many talented staff and volunteers, so it's very special working as an SVR apprentice. A heritage railway like SVR provides a strong scheme for us youngsters, and it's about keeping the love of steam alive for future generations."

22

Ryan Parsons

"I started volunteering at the Motive Power Department in Bewdley when I was 16, and applied for my apprenticeship because I'm fascinated by the operational and engineering sides of railways. Right now I work in two separate areas. Firstly, the Permanent Way, dealing with the infrastructure and the rails themselves, and secondly on the rolling maintenance of the SVR's 60-plus coaches."

George Brogan



Ryan Parsons

Alan Brookes

George Brogan

Dean Parkin

Apprentices



Max Green

Emma Harrison

James Lewis

Jack Egglestone

“Steam has been a big part of my family’s history for four generations. My great-grandfather used to drive railway locomotives in Falmouth dock yards during the second world war. Carrying on this connection is really important to me, so that’s why I moved here from Cornwall to take up my apprenticeship with the SVR.”

Dean Parkin

“I work mainly on the Permanent Way, which I love because I’m a real outdoors type of person. Recently I did a line walk, an inch-by-inch inspection of the track, which included inspecting the 480-yard long Bewdley tunnel. It was a really weird experience when a train came through whilst we sheltered in one of the refuges.”

Jack Egglestone

(Not pictured **Chris Bird**)

The Severn Valley Railway Charitable Trust has benefitted from grants to support its work from the following organisations:



24

The EJT Memorial Fund has been instrumental in supporting two of our apprentices, **Alan Brookes** and **Dean Parkin**

The Bransford Trust, which supports young people in the Worcestershire area, has made three separate grants for the Heritage Skills Training Academy

The Owen Family Trust and **Mr John Leftwich** helped fund the establishment of the Charitable Trust. We are very grateful for their generosity, without which we would not be able to help the SVR to such a high degree.

Our heartfelt thanks also go to:

Lord Leverhulme's Charitable Trust

Kidderminster College

Wyre Forest District Council

RD Turner Trust

Grimmitt Trust

TOP 10

ways you can help:
Can you do
something extra?



Share your passion for the Railway when you:

- ✓ Give a single cash donation
- ✓ Become a Patron by signing up for a regular monthly donation from as little as £5 a month
- ✓ Donate to the SVR Future Fund with HLF match funding we can double your money for the Railway and move closer to our £1m Restoration Appeal target by June 2017
- ✓ Leave a gift in your Will
- ✓ Make a gift in memory of a loved one
- ✓ Sign up to our Corporate Partnership Club, and treat your clients to some unique experiences on the Railway
- ✓ Help out with our fundraising initiatives
- ✓ Spread the word about the exciting developments on the SVR
- ✓ Ask your family and friends to sponsor you to slim, quit smoking, cycle, walk, trek or swim, and donate the proceeds to the SVR Charitable Trust
- ✓ Persuade your company to support us, perhaps even join our Corporate Partnership Club

25

What's Been Happening

By Steve Poole, Volunteer

We may call it the Permanent Way, but it would be wishful thinking to hope the SVR's track could last forever. While visitors love to see large engines and long trains these inevitably take a heavy toll on our track, and the 'make do and mend' attitude of the 1980's and 1990's is no longer enough.

Since the early years of this century, we've introduced a more robust programme of track renewals, but we're still not keeping pace with the deterioration caused by heavy use and the passage of time. Ironically the Great Flood of 2007 did force our hand somewhat, because we had to re-lay certain sections of track sooner than might otherwise have been strictly necessary. However we need to plan properly for the future.

26

At least half a mile of the SVR Permanent Way requires re-laying each year, but limited finances mean we can only select the most deserving section for renewal during the January/February shutdown period. Last year a section near Trimpey was completed, and previous projects have included sections through Bewdley Tunnel and between Bridgnorth and Hampton Loade. This year we've re-laid a half-mile section between Bridgnorth and Eardington.

2016's choice was made as a result of several factors. One concern was that rough-riding on certain sections had led to an increase in breakages to carriage and locomotive springs. Railway staff can also identify where

the worst sections are, with rails, sleepers and the track-bed itself all deteriorating over time.

Despite the fact that many of the materials this year were either purchased secondhand from the national railway network, or were bought in as manufacturer's seconds, the cost to the SVR has still been in the region of £120,000.

It may sound a lot, but bear in mind that the half-mile of track does in fact require a full mile of rail, along with around 1,000 sleepers, 4,000 track securing clips, many other component parts and some 1,500 tons of ballast. At this location between Bridgnorth and Eardington, the track-bed also needed attention, so contractors and specialist equipment had to be hired in. The small SVR full-time team of Permanent Way Engineers was supplemented by a considerable force of volunteers to remove the old track and assemble the new materials. Once the track was laid and the new ballast put down, it had to be 'tamped', or lifted and levelled. A machine was hired in and of course that brought an additional cost. Finally the rails needed to be welded into long lengths, to

on the Permanent Way?



£120K
to replace
½ mile of track

eliminate the joints. Each joint cost about £80 and we had 40 to do, with contractors welding a further 56.

Fortunately the SVR Charitable Trust stepped in with a £30,000 donation. In the future, it looks as though equally substantial donations will be vital. It's generally thought the SVR should aim to renew half a mile of track per year to keep up with existing wear rates, and to allow us to operate the large locomotives and long trains which draw those all-important visitors.

Finally, please don't think that we've abandoned our doctrine of 'make do and mend'. Rest assured that in the background, teams of volunteers are still supporting the cause, working away to renovate other sections of track at minimal cost to ensure that they will provide a few more years of service before they too require complete renewal.

**With your continued support
we'll keep the Railway going for
future generations.**

How Worn Out Track Damages Rolling Stock



By Hugh McQuade, SVRCT Chairman, Paint Shop Manager and Volunteer

As the track gradually deteriorates, there's a detrimental effect on locomotives and coaches. Degrading ballast causes hard spots, wet areas cause voids below, and kinked track and well-worn rail becomes malleable, resulting in a phenomenon known as dipped joints. Railway vehicles are designed to run on a stable formation, and can't deal with pot-holes, bumps and dips.

28

Every time a locomotive breaks a spring we lose it from service for several days, or longer if there's no spare spring handy. A new loco spring costs around £1,000, along with the cost of wages to fit it and reweigh the locomotive afterwards. Furthermore, taking a steam locomotive out of service may mean using a diesel loco to substitute, and that doesn't always go down well with some of our customers.

When a carriage spring breaks, replacement takes much longer because it's more complex. The entire coach body has to be lifted off its bogies to allow them to be rolled out for dis-assembly. It's not good practice to mix new springs with old, so we need to change a group of four springs per bogie.

During 2015 the poor condition of the track in the Eardington area caused 17 broken locomotive springs and eight broken carriage springs. The bill for loco springs alone was around £17,000. One of the affected coaches was a buffet car, and because of the delay in sourcing a replacement we lost it for the entire month of September, one of our busiest periods. When you consider that a buffet car can make over £300 a day in sales, you begin to see the negative impact on our revenue.

Thanks to our supporters, the Charitable Trust was able to make a donation of £30,000 this year towards track re-laying, and with your help, we plan to continue this vital funding in the future.





The SVR Shows its 'Midas Touch' on the Pigeon Van

In the Carriage & Wagon department, 75 sheets of gold leaf were used to apply the lettering to the Pigeon Van's exterior, then 625 yards of beaded lining were carefully painted. During its previous life as a non-passenger pigeon van, such lining refinement was never carried out.

29

Throughout this restoration project, there's been a careful balance of volunteer and employee skills, and it's provided development opportunities for the SVR's apprentices. The design and structural work was undertaken by LNER volunteers, who used parts from 'donor' carriages, and worked with two other heritage railways, allocating parts according to each railway's need.

This cost-effective approach was continued for the carriage's mechanical needs. Two volunteers with heavy engineering maintenance skills overhauled the bogies, avoiding a charge to the LNER group. The final

work should be completed by early spring and includes a brake cylinder overhaul, steam heat test, ride height setting and the overhaul of the gangway face plates.

The restored carriage is somewhat unusual because it's been converted to become a Brake Third with four passenger compartments. It's received a new identity, No 24506, inherited from a similar Brake Third that was destroyed by enemy action in the Second World War. It's one of the nine Gresley carriages being showcased at our Flying Scotsman Charity Day in September.



75

sheets of
gold leaf

A Day at the Race

A racecourse isn't the first place you'd expect to see a real live steam locomotive, but there was an extra treat in store for Worcester racegoers in June 2015. Thanks to the generosity of Allelys Haulage who donated the means of transport, the SVRCT arranged for Great Western Pannier Tank 5764 to travel to the course by road and preside over proceedings for the day. Despite her 38 tons proving something of a challenge to the surface of the car park, her attendance added greatly to the atmosphere.



John Leftwich, Trustee and Chair of the SVR Charitable Trust Development Board said:

“We were absolutely thrilled by the significant amount of money raised and want to reiterate our thanks to such a fabulous organising committee and all the generous sponsors who worked extremely hard to deliver such a fantastic day.”

Well done and thanks to the tireless members of the organising committee: Phil Dutton, Julie Woodhouse, Steve Pitts, Max Edwards and Jenny Cheshire. And grateful thanks to our generous sponsors Thursfields Solicitors and Houghton Edwards.

As we go to press, preparations for our 2016 Worcester Race Day are already well underway, and thanks to the sterling promotional work of Phil Dutton and his team at Handelsbanken, it looks set to be another sell out. We already have a number of sponsors on board

More than 200 guests enjoyed a fabulous day at the SVR Charitable Trust's second fundraising Race Day. We raised an impressive £35,000, with £9,000 coming from an auction and £3,000 from a raffle. A generous donation from Worcester Racecourse of £3 for every ticket sold boosted funds even further.



s Raises £35,000

including MFG Solicitors and Allelys Heavy Haulage. As well as a delicious four course lunch on Wednesday 22nd June, attendees will be able to watch

all the action and excitement on the course, at the same time raising much-needed funds for our Heritage Skills Training Academy.



31



T: 01562 757940

E: fundraising@svrtrust.org.uk

www.svrtrust.org.uk



32

Hagley Hall – a Work in Progress

A great deal of work has already taken place, but the SVR still has a long way to go before Hagley Hall can re-join the Railway’s fleet of working locomotives.

Work on 4930 is a major commitment for the Engineering Workshops at Bridgnorth, and thanks to a Heritage Lottery Fund grant of £95,000, it was possible to begin work on the tender. The existing tender tank was beyond repair so a new one was made. New tyres were fitted, the axle boxes were overhauled and the chassis is undergoing an extensive refurbishment. Alongside volunteers

and engineering staff, apprentices from the Heritage Skills Training Academy are playing an active part in this work.

One of the highlights of 2015 was when 4930’s boiler was lifted from the frames in the Bridgnorth Workshop. The ash pan, running plate, and heavier motion components such as pistons, valves, crossheads and slide bars have also been removed so that the heavily corroded cylinder components can be separated before their removal. SVR Engineering, along with specialist contractors, can then fully assess the condition of the

cylinder block, and gain access to 4930's main frames.

Dozens of smaller components are being cleaned and repainted ready for later refitting, and enthusiastic members of the SVR Junior Club are helping with this.

The locomotive's independent fundraising support group, The Friends of Locomotive 4930 Hagley Hall, is now fully integrated into the SVR Charitable Trust. Through sales and

donations since 1999, the Group has raised over £100,000, and its volunteers are providing hands-on assistance throughout the project.

We welcome new supporters and donations for restoration and ongoing future maintenance. Let's hope that the completion of this extensive overhaul will enable locomotive 4930 Hagley Hall to once again haul our trains along the lovely Severn Valley, and steam onwards towards her centenary in 2029.





As Good as New

34

Volunteer Mike Catton takes us on a guided tour of LNER Kitchen Car 7960

Late last year, I entered the Kidderminster Carriage & Wagon Works to find Kitchen and Dining Car 7960 standing majestically in the paint shop. Its freshly renovated exterior beckoned to me to step inside.

I entered the carriage from the third class end, and was drawn in further by the enticing view along the length of the corridor. The carriage's own lighting sent rays to burst off new brass, and the veneer on the dividing walls was expertly cut, showing the beauty of the wood's grain in a simple symmetrical pattern. The re-upholstered seats looked fresh and expectant.

The flash of red from the first class seating drew me onwards, knowing that it would be even

more sumptuous and roomy. The temptation was to sit and linger, pretending to be a character in a period drama, but I knew the real jewels in 7960's crown lay further ahead.

Those gems are the new kitchen and pantry, kept as authentic as possible whilst also meeting modern Health and Safety standards. The bespoke built-in units are intricate and reflect a high quality of cabinet-making skills, echoed throughout the whole carriage.

7960 will undoubtedly hold high esteem and draw possible envy across the heritage railway world. Owned by SVR Charitable Trust, its restoration exemplifies the excellent skills base we have at the Railway, along with the tireless fundraising efforts and volunteering hours of our LNER supporters, past and present. The Charitable Trust is working to ensure the necessary specialist skills are maintained for the future with the Heritage Skills Training Academy and its current team of apprentices.

7960's History

The Kitchen Car was withdrawn from mainline service in 1961 and many original fixtures and fittings were stripped out for a mess coach conversion. Its working life was complete in 1980, but its purchase by an SVR volunteer allowed the glimmer of a future

The carriage was later bought by the late Phil James, who for many years led a small group of dedicated volunteers, working on 7960 under tarpaulin at Bewdley. Then at Kidderminster in 2006 the varnish was stripped

back to bare wood, and the exterior was completed. The electrics were completely replaced, followed by new interior frames for the dividing walls and seats.

But what of the missing fixtures and fittings? Drawings were very few and limited, and some detective work was required, using impressions left behind in the wood as clues. Requests were made to other preservationists, who lent parts to be used as patterns to work from.

Earning Its Keep

7960 has moved swiftly into service to bring in revenue for the SVR. John Leftwich, a Trustee of SVR Charitable Trust and a major donor, hired it to celebrate his birthday, inviting friends and family. In 2016 not only did it take its place on the Railway, providing visitors the opportunity of reliving the elegance of train travel in the 1930s, but it also travelled to King's Cross in London, for the unveiling of Sir Nigel Gresley's statue.



Diary Dates 2016



Corporate Partnership Club, Observation Saloon Day, Thursday 5th May

Hosted by Mark Garnier MP to thank our current Corporate Partners

Guardians VIP Day, Wednesday 18th May

A special invitation to our Guardians who have pledged a gift in their Will to the Charitable Trust

Spring Diesel Festival, Thursday 19th to Saturday 21st May

It's a diesel takeover as steam steps aside for three days and we welcome a fantastic selection of visiting locomotives, and celebrate the grand opening of the Kidderminster Diesel Depot

Worcester Race Day, Wednesday 22nd June

Join in the fun by bidding on one of our amazing auction promises. See svrtrust.org.uk for details

Peep Behind the Scenes, Saturday 16th July

A rare insight into the normally unseen work that goes on backstage across the Railway

The following events are taking place in 2016

Flying Scotsman Charity Day for the SVRCT, Wednesday 21st September

An unforgettable VIP experience as the legendary locomotive visits the SVR

Pacific Power: Scotsman Meets Tornado, Thursday 22nd to Monday 26th September

Flying Scotsman and Tornado meet for the first time!

Patrons Day, Wednesday 28th September

A special day to thank our Patrons for their regular donations

End of Season Finale Gala, Friday 4th to Sunday 6th November

Home-based and visiting tank engines are the stars of the show with a timetable that runs into the evenings. We'll be there at the SVR stand, so come and say hello!



Design and artwork kindly donated by Mark Ansell www.blast-design.co.uk

svrtrust.co.uk Tel: 01562 757940
Email: fundraising@svrtrust.org.uk
Registered Charity No: 1092723