

Find out more about the vital work currently being carried out at Bewdley

The Great Western (SVR) Association

(Registered Charity no. 1078718)

Based at Bewdley, the Association has been preserving and restoring Great Western items of rolling stock since the 1970s. The association owns and looks after locomotive No. 7325 (at The Engine House, Highley) and 20 former Great Western Railway carriages built between 1910 and 1949. With Collett Open Brake Third 650 nearing final commissioning this Summer, only 3 of their carriages have not run in SVR service. At Bewdley you can visit their latest project; unique bow-ended Corridor Composite 6045, built in 1928. Work on this vehicle has commenced with refurbished doors, 1st Class seating, painting of the underframe, work on the electric wiring and renewal of the floor. The vehicle ran in GWR days, and could be found on many cross country and long distance expresses.

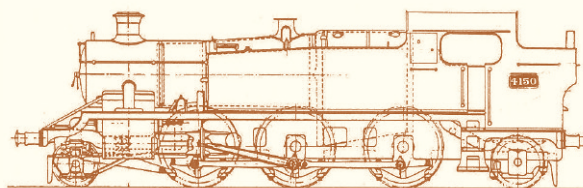
Visit the sales vehicle; Milk Brake 1399 from 1921, which is situated in the Cattle Dock. Pick up a leaflet and help contribute to the restoration of 6045 which is expected to cost £50,000. If you want to get involved, there is a storage and workshop vehicle - Full Brake 98 (care of 813 Fund) on the back road and the Association hold working parties on Wednesdays and Saturdays where offers of help (no specialist skills needed) are always welcomed.

LNER Carriage Group (SVR Trust) & LNER (SVR) Coach Fund

The LNER Carriage Group is restoring its final carriage; Full Brake 70759. First used as the Group's sales shop while GWR BG 1145 was under restoration, the condition of 70759 proved much worse than expected. Woodworm, corroded bolts through much of the framing and corroded roof fastenings forced a £23k re-roofing. 70759's underframe was so corroded that it was unusable. Fortunately, 70442, a similar steel-clad Brake, became available, again with a very poor body but a sound underframe! Having purchased 70442, it was carefully dismantled to retain the usable teak framing sections. The underframe required little more than cleaning, painting and adding missing fittings. In July 2011, 70759's body was rolled onto 70442's underframe, which it fitted perfectly. Body repairs to 70759 have been completed, with new teak external cladding, a new roof, floors, internal partitions, ceilings, wiring, heating and plumbing. To meet an SVR need, it will be a four compartment Brake Third. Soon 70759 will be off to Kidderminster workshops for its remaining mechanical repairs, upholstery, sign-writing and final varnishing. If all goes well it could see SVR service in a year or so, enabling the LNER 'Teak Train' to run with up to nine carriages which will be a sight to behold.

This work is chiefly paid for through donations and sponsorship from private individuals and from sales in the LNER Fund's shop. A substantial sum has been raised, but up to £30k is still needed to finish the work. Numerous parts remain available for sponsorship. For details please ask a member of the LNER Group.

The 4150 Fund



GWR Large Prairie 2-6-2 Tank Engine

Tucked away in the farthest corner of the Bewdley site, next to the Carriage and Wagon paint shop (follow the signs), you will find the restoration site of GWR Large Prairie Tank No. 4150. This ex-Stourbridge and Severn Tunnel Junction engine is the only Severn Valley loco which has yet to be steamed in preservation, and a determined effort is under way to achieve this within the next two to three years.

The first part of the loco you will see as you pass through the car park gates will be the cab roof on your left, followed by the new bunker which has been removed in sections from the engine and is currently in the Goods Shed unloading bay for the final riveting and welding (thanks to the Wagon Department for their advice and help, and for allowing the 4150 Group to use their workspace). 4150 itself is located further on, to the right of the paint shop, and next to it you will see the new side tanks, fabricated on site and complete apart from final riveting and welding.

The 'bottom end' of the loco is also virtually complete, having been carefully overhauled by a small dedicated team over a number of years. The tyres have all been turned, axleboxes re-metalled, and the motion, valve gear and vacuum pump overhauled, so the rolling chassis is ready to go. Steam heat and vacuum pipes, plus all delivery pipes are being renewed, but lubrication pipework has yet to be tackled. The big task ahead is the boiler, scheduled to be started early next year at Bridgnorth. Various boiler and smokebox components and fittings have already been brought, including a new chimney and blower ring, a new set of superheater elements, and new boiler cladding sheets. To complete the funding for the boiler repair, a 'final push' fundraising scheme is in place, whereby you can sponsor various parts of the engine. Fund members will be on hand today by the loco to take your orders! You can become a shareholder in 4150 for as little as £25, and help bring the return to traffic of this versatile and extremely useful engine ever closer.

Owning group The 4150 Fund are the principal organisers of the Peep Behind the Scenes event, and all proceeds from the sale of the wristbands will go towards meeting the cost of the imminent boiler repair. For more information on 4150, pick up a 4150 Fund leaflet, visit the website at www.4150.org.uk, or follow them on Twitter at The 4150 Fund.



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A Peep Behind the Scenes

Saturday 18th July 2015



The Severn Valley Railway in conjunction with The 4150 Locomotive Fund invite you to look behind the scenes of this wonderful Railway to see firsthand the dedication and skill that goes into preserving our heritage.

For a small additional charge this Saturday you can access locations from Kidderminster to Bridgnorth and other attractions not normally open to the public.

£5 Accompanied Children 16 & under Free

Train travel will require a valid ticket

Entry wristband required
These can be purchased on the day
Kidderminster
From the 4150 Stand near Platform 1
Bewdley
From the EMF Fund Shop in the Car Park
Bridgnorth
From the Station Gift Shop on Platform 1

Timetable C (Normal fares apply)

Welcome

WELCOME to our Peep Behind the Scenes, a unique opportunity to see even more of how the SVR works and experience firsthand the skill and dedication needed to run one of Britain's premier Heritage Railways. You will be entering a true working environment, and while 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. It will also involve being in close proximity to oily and greasy heavy machinery so please heed the advice of stewards at all times and remain within the clearly marked walkways. Above all, enjoy your day, ask questions and make sure your wristband is visible at all times.

Planning your visit

Once you have purchased your wristband, you can visit all of the listed zones and signal boxes 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 limited at some locations, but in true SVR spirit we will do our best to accommodate everybody.

Opening Times

PLEASE NOTE: Most facilities will be open from 9.30am until 4.30pm except for the Carriage Shed and Signal Box at Kidderminster, which for operational reasons will be open from 11.00am until 4.00pm. Your wristband will entitle you to visit all zones and other facilities that are open during the day.



Kidderminster

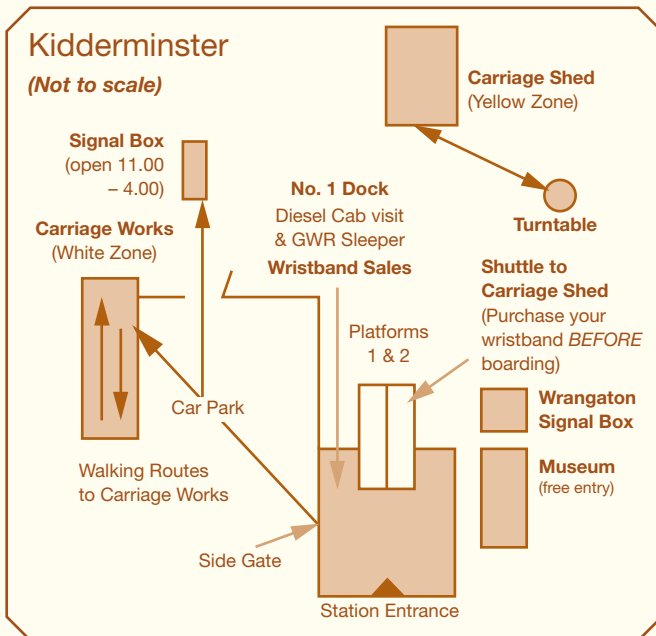
No. 1 DOCK – (Adjacent to Platform One) Wristbands on sale at the **4150** stand from 9.30am, a Diesel cab visit and a chance to view a GWR First Class Sleeper.

THE MUSEUM – Entry to the Museum is *free* as always – However between 10.00 – 4.30 with your wristband on you can visit the Wrangaton Signal Box

WHITE ZONE: (9.30 – 4.30) **The Carriage Works** where rolling stock is serviced, painted and maintained.

SIGNAL BOX – Will be open from 11.00 – 4.00

YELLOW ZONE: (11.00 – 4.00) **The Carriage Shed & Turntable**
This is where the carriages are stored and cleaned. These facilities are reached via a shuttle train from the far end of Platform 2 (Wristband required *BEFORE* boarding)

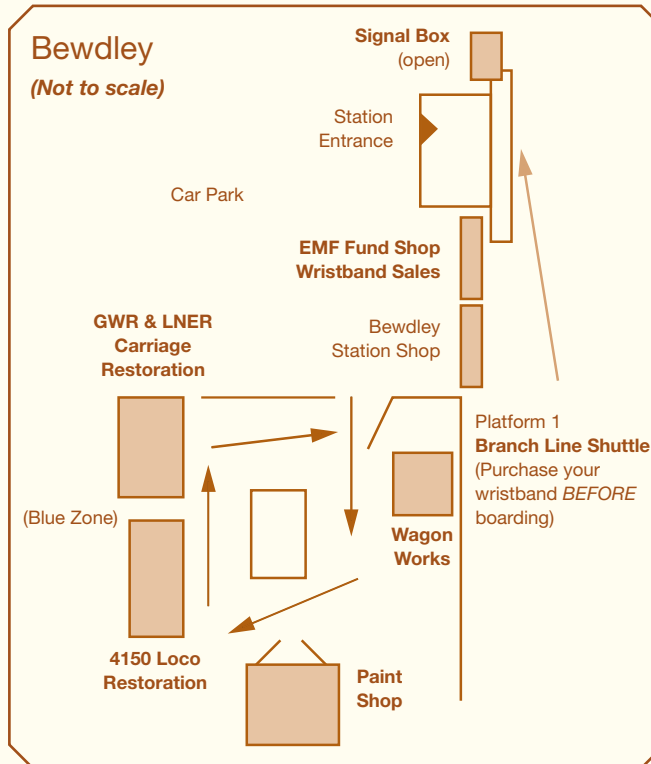


Bewdley

SIGNAL BOX – Will be open from 11.00 – 4.30. A two car DMU shuttle will operate on short sections of the Stourport and Tenbury Branches between 11.00 – 4.00 from Platform One. A wristband is required and can be obtained from the **EMF Fund shop** in the Car Park.

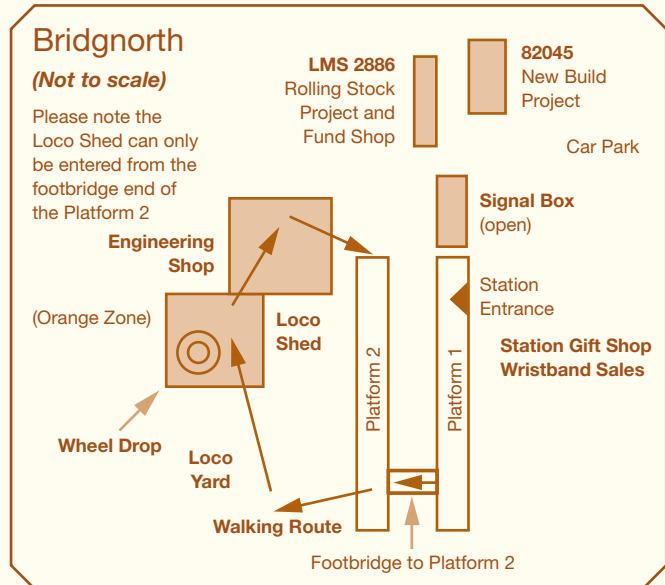
BLUE ZONE: (9.30 – 4.30) **Bewdley Yard**

With the exception of the Paint Shop, volunteers carry out most of the work here. Enter the yard through the gate at the end of the car park and follow the marked out walking route. If you have not already done so, you can purchase your wristband from the **4150** team.



Bridgnorth

ORANGE ZONE: (9.30 – 4.30) **The Engine Shed, Yard and Wheeldrop**
This facility is manned by paid staff and volunteers and is where the locomotives are maintained and overhauled. Your visit starts from Platform 1 where wristbands can be purchased, then follow the marked walking route.



On behalf of the 4150 Locomotive Group and The Severn Valley Railway we thank you for your support

PLEASE NOTE:
This is a working railway and some facilities may need to be closed for a while during the day due to operational or safety reasons