

Find out more about the vital work currently being carried out on the Railway at Bewdley & Bridgnorth.

The Great Western (SVR) Association

(Registered Charity no. 1078718)

Based at Bewdley, the Association has been preserving and restoring Great Western rolling stock since the 1970s. They own or look after 7325 (at the Engine House) and 20 former Great Western Railway carriages built between 1910 and 1949. With Collett Open Brake Third 650 entering traffic in 2015, only 3 of their carriages have not run in SVR service. Their latest project is well worth a visit; unique bow-ended Corridor Composite 6045 from 1928. Work on this vehicle is underway, focusing on doors, body framing, panelling, seats, toilets, electrics, steam heating and underframe. The vehicle ran in GWR days in many cross country and long distance expresses.

Visit their sales vehicle, Snake 1145 from 1922, which is situated in the Cattle Dock. Pick up a leaflet and help contribute to the restoration of 6045 which is expected to cost £100,000. The GWR (SVR) Association have a storage and workshop vehicle - Full Brake 98 (care of 813 Fund) in the back road and hold working parties on Wednesdays and Saturdays where offers of help (no special skills needed) are always welcome.

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

The Pigeon Van Restoration Project, on which work has been progressing at Bewdley for several years, is nearly complete. In mid-2015, the vehicle was sent to Kidderminster Carriage Works for completion, and by the time you read this it may well be in traffic as one of the brake vehicles in the LNER set of carriages. It's been renumbered from 70759 to 24506, in memory of a similar vehicle destroyed, probably by the Luftwaffe, prior to 70759's building date in 1943, and thus it can be considered a replacement. Thanks are due to everybody who has supported this project either by means of practical work, finance, donation of components or materials, or other help. We hope you like it.

The LNER group is currently involved in two important projects. Firstly, the team at Kidderminster is midway through overhauling LNER open 3rd 52255, and the SVR Trust are assisting with this, often by overhauling components at Bewdley. Secondly, they're overhauling the SVR Charitable Trust's GWR "TOAD A" vacuum fitted 20 ton goods brakevan, and this will be available for you to see at Bewdley. Members of the LNER Group will be on hand to show you the TOAD, and answer any questions that you may have.

This work is chiefly funded 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 needed to finish the work. Numerous parts remain available for sponsorship. For details please ask a member of the LNER Group.

The 82045 Steam Locomotive Trust

The completed frame assembly of new build Riddles 3MT tank No. 82045 is awaiting wheeling to create, initially, an 0-6-0 rolling chassis while work proceeds on the front and rear pony truck assemblies. The driving wheelsets are complete and ready for fitting.

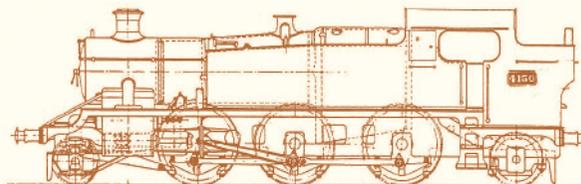
The new-build's bunker, cab and smokebox are on view at Bridgnorth, while the side tanks are on order from the Ffestiniog Railway. Meanwhile, the tubeplates and components for the inner and outer firebox are being manufactured by South Devon Railway Engineering at Buckfastleigh, and the boiler barrel is on site. Work is proceeding on assembling the motion components. The Trust hope to have 82045 in steam by 2018.

Catch Me who Can

Two hundred years ago Richard Trevithick ran the first fare-paying passenger locomotive named *Catch Me Who Can*, it was built for Trevithick at the Hazledine Foundry in Bridgnorth. We are recreating our own Catch Me Who Can which is being built in Bridgnorth near the site of the original foundry.

Warwickshire

Visit and celebrate with us the 90th birthday of Warwickshire, one of the first locos to arrive on the SVR, that has been out of steam for almost 40 years. Its overhaul is well underway and you can speak directly to those involved in the restoration of the last Loco built by the Leeds firm Manning, Wardle in 1926.



The 4150 Fund

At the far end of the Bewdley site, next to the Carriage and Wagon paintshop (follow the signs!), you will find the restoration site for GW 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 couple of years.

The first part of the loco you will see, as you pass through the car park gates, is 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 where it has been riveted and the base welded (thanks are due to the Wagon Department for their advice and help, and for allowing use of their workspace). 4150 itself is located further on, to the right of the paint shop, and next to it you will see the locomotive's new side tanks, fabricated on site and complete apart from riveting and welding of the upper sections. The bases have been riveted and welded, with the rest to be completed at Bridgnorth with the bases bolted down on the loco frames.

The 'bottom end' of the loco is 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 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, for which the loco is scheduled to move to Bridgnorth later this year. Various boiler and smokebox components and fittings have already been acquired, including a new chimney and blower ring, a new set of superheater elements, and new boiler cladding sheets.

The cladding sheets are currently being fitted to the boiler, located on 'crinolines', a solid framework of steel hoops and strips. A separate strengthening plate on which the safety valve bonnet sits can be seen on top of the boiler. Also, currently being fabricated, is the cladding which goes round the main steam pipes and the cylinder and valve chest castings, and this will all be on display by the engine.

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



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www.svr.co.uk



A Peep Behind the Scenes



Saturday 16th July 2016

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, you can access locations along the line from Kidderminster to Bridgnorth not normally open to the public, as well as other attractions throughout the day.

£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

All proceeds from wristband sales go towards the restoration of 4150

Timetable C in operation (normal fares apply)

Welcome

WELCOME to Peep Behind the Scenes, a unique and exciting opportunity to see even more of how the SVR works, whilst experiencing first-hand the skill and dedication needed to run a Heritage Railway. 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 listen to the advice of Stewards, and at all times remain within the clearly marked walkways. But above all please ask questions, enjoy your day and make sure your wristband is visible at all times.

Kidderminster

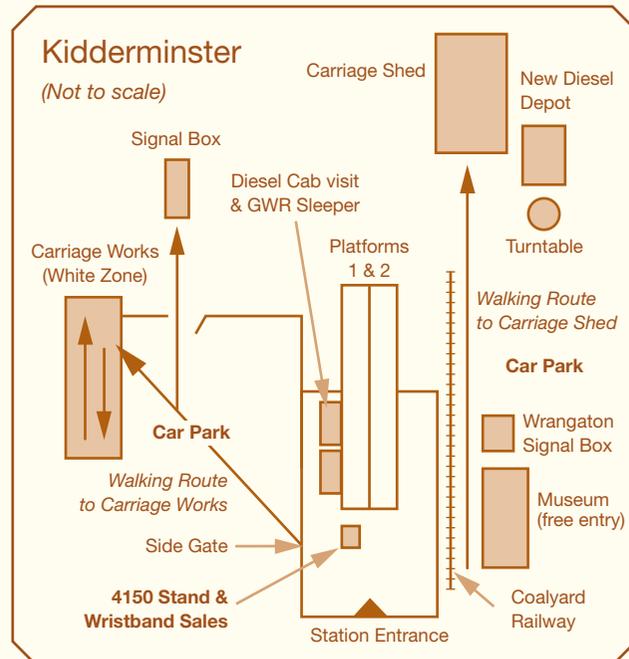
THE DOCK – Adjacent to Platform One; wristband sales at the **4150** stand, a Diesel cab visit and a chance to view a GWR First Class Sleeper.

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

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

SIGNAL BOX – (11.00am – 4.00pm) – Signalling hub of our busy terminus station.

YELLOW ZONE: The Carriage Shed, Turntable & New Diesel Depot (11.00am – 4.00pm): Follow the footpath next to the miniature Railway to the car park, then follow the Yellow signs. The Coalyard Miniature Railway is running a return service to take you halfway. Carriage Shed tours take place every 30 minutes on the hour & half hour. **Last tour at 3.00pm.**



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 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.

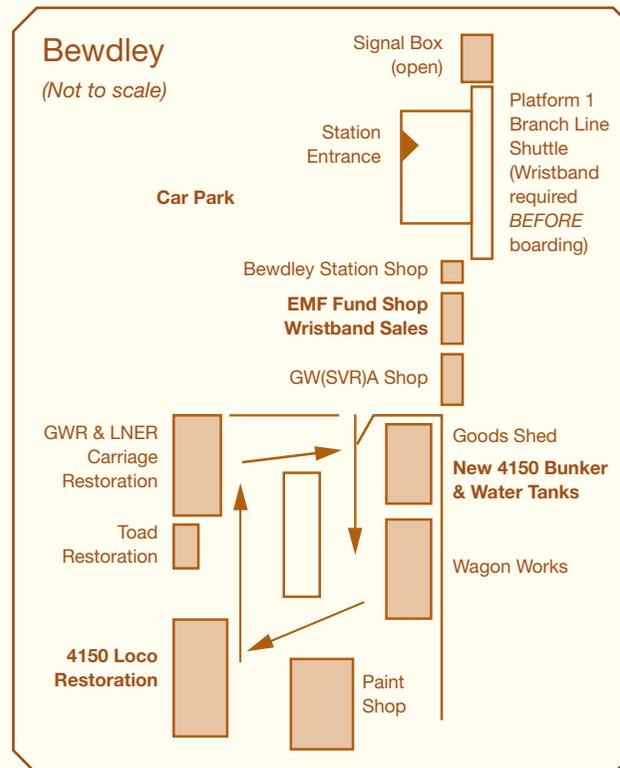
PLEASE NOTE: Most facilities will be open from 9.30am until 4.30pm except for the Carriage Shed and Signal Box at Kidderminster which for operational reasons will be open from 11.00am until 4.00pm. Your wristband will entitle you to visit all zones and other facilities that are open during the day.

Bewdley

SIGNAL BOX – (11.00am – 4.30pm) – visit Bewdley North Signal box at the end of Platform 1.

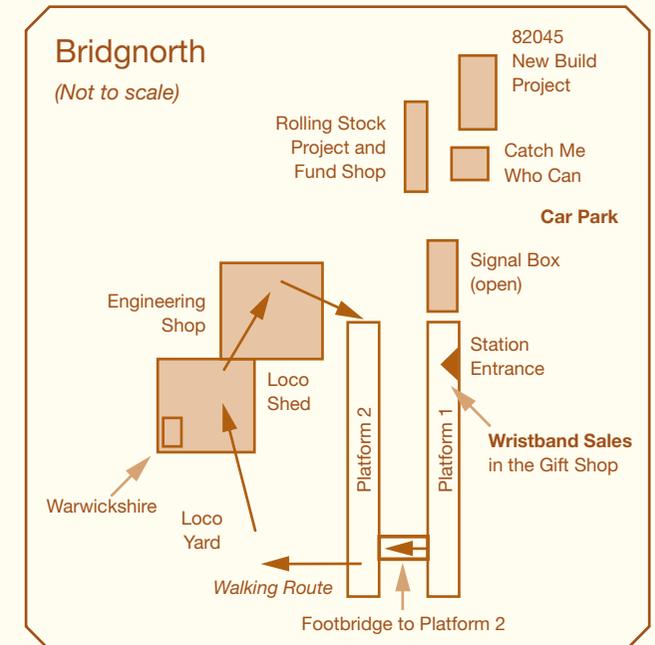
DMU SHUTTLES (11.00am – 4.00pm) – A two car DMU shuttle will operate on short sections of the Stourport and Tenbury Branches from Platform 1. A wristband is required to travel on this service and can be obtained from the **EMF Fund shop** in the car park.

Bewdley Yard (9.30am – 4.30pm) – 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, The Engine Shed and Yard (9.30am – 4.30pm) – This facility is manned by paid staff and volunteers and is where the locomotives are maintained and overhauled. Your visit starts from Platform 2; follow the marked walking route having purchased your wristband from the Gift Shop.



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