

Facilities open

August 7th & 8th 2010

The 4150 Fund



These facilities are open from 11.00 until 4.00 on both Saturday & Sunday.

A wristband will be required.

KIDDERMINSTER

THE CARRIAGE SHED and TURNTABLE – the carriage storage and cleaning facility.

CARRIAGE WORKS – where the routine servicing and maintenance is carried out.

THE SIGNAL BOX – will be open.

BEWDLEY

In the station on Platform 3 you will find a locomotive in steam with a crew to provide an excellent footplate photo opportunity as well as the chance to walk through a diesel locomotive engine room. A brake van will also be in attendance where you can learn about the important duties carried out by the Guard.

GWR & LNER COACH GROUPS – Ongoing work by dedicated teams of volunteers restoring a coach.

4150 GROUP – See firsthand the restoration of this large prairie tank locomotive.

PAINT SHOP – Long term, in depth coach restorations take place.

WAGON WORKS – Run by a group of volunteers dedicated to restoring goods wagons.

THE SIGNAL BOX – At the north end of the platform will be open.

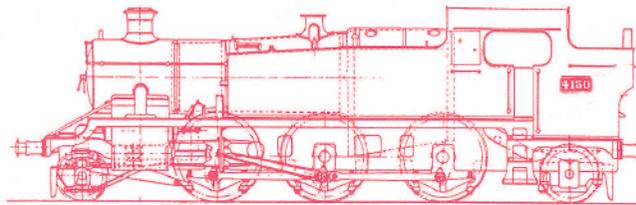
BRIDGNORTH

THE ENGINE SHED & WHEELDROP – Where the steam locos are serviced, restored and repaired.

82045 – The building of a brand new steam locomotive.

'CATCH ME WHO CAN' – in steam

THE SIGNAL BOX – will be open.



Large Prairie 2-6-2 Tank Engine

The large 2-6-2 tank locomotive was introduced to the G.W.R. in 1903 as a general purpose machine, capable of taking on a wide range of passenger and goods work. Built in 1947, 4150 was sent new to Stourbridge Junction and withdrawn from service in 1965 having only worked 18 years. Once restored it should have many years service before it. Saved from the Barry scrap yard 4150 was initially moved to the Dean Forest Railway in 1974. A decision was taken to move the engine to the Severn Valley Railway, 4150 arrived at Bewdley on 19th January 1978. The locomotive was stripped down and while much useful work has been carried out over the years the project began to lose momentum. In 2007 a new committee was formed and with renewed enthusiasm the sole aim is to get 4150 back in steam for use on the SVR. All additional charges this weekend will go towards the £100,000 required to complete the project. You can become a part owner of this last Barry engine to be restored on the SVR from as little as £25. For more information pick up a 4150 shareholder application or contact the 4150 Fund Secretary:

Peter Willoughby
8 Bewdley Hill, Kidderminster DY11 6BS
Tel: 01562 60473 • email info@4150.org.uk

Or visit our website: www.4150.org.uk

Could you be a part of the Severn Valley Railway?

Membership:

To find out more about becoming a member of the SVR, contact the Membership Secretary:

Mrs K. Kirk The Severn Valley Railway, Bewdley Station
Worcestershire DY12 1BG • Tel: 01299 403816

Volunteer:

No matter what skills you have the Railway can make use of them. For more information contact Peter or Barry (tel: 01299 401776) or call into the office on Bewdley Station – it will be open this weekend.

Or visit www.svr-vlo.org.uk

A Peep Behind the Scenes

August 7th & 8th 2010

THE SEVERN VALLEY RAILWAY

in conjunction with the 4150 Locomotive Fund invite you to look behind the scenes to see first hand the dedication and skill that goes into preserving our heritage.

For a small additional charge this weekend you can access locations from Kidderminster to Bridgnorth and other attractions not normally open to the public, 11.00am to 4.00pm

Normal train fares will apply

Wristband required - these can be purchased on the day from most Ticket Offices and the 4150 Stand at Bewdley Station or in advance via the SVR Website.

£5 Adults £3 Concessions



www.svr.co.uk

PLEASE FOLLOW THE SIGNS AND/OR DIRECTIONS GIVEN BY THE STEWARDS AND BE SURE TO STAY WITHIN THE DESIGNATED VIEWING AREAS, SHOULD YOU REQUIRE ASSISTANCE OR HAVE ANY QUESTIONS JUST ASK.

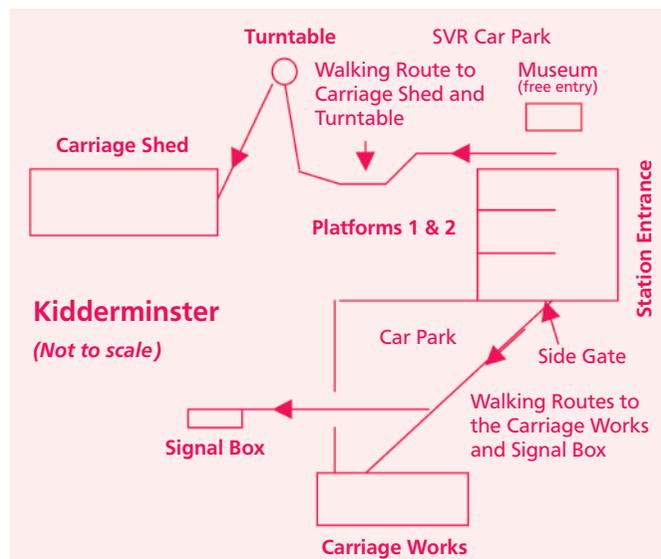
Think safe, be safe!

Welcome

Welcome to this the first ever **Peep Behind the Scenes**, a unique chance to see how the SVR works and experience firsthand the skill and dedication needed to run a Steam 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 occasional uneven surfaces and steps to negotiate. You will also be in close proximity to oily and greasy heavy machinery so please heed the advice of Stewards and at all times remain within the clearly marked walkways – but above all please ask questions and enjoy your day.

Planning your visit

Once you have your wristband you can visit any of the listed zones in any order as many times as you wish, between 11.00am & 4.00pm. Timetable C will operate on the Saturday and Timetable B on the Sunday (Normal fares apply). With such a diverse cross section of visitors priorities will vary, but you are free to spend as little or as much time at each location as required. Due to the fact that the railway was designed and built many years ago pushchair and wheelchair access will be strictly limited at most of the facilities.



Kidderminster Carriage Shed

(Look out for the yellow signs and stewards wearing yellow tabards)

Be amazed at this 1/5 of a mile long monster building, the biggest garage in the Midlands. Our carriage shed is where the coaches are stored when not in service, cleaned, checked over and protected from the elements. This will involve a walk starting from the far end of the SVR Car Park and taking in the turntable, (if the miniature train is operating it runs up past the starting point) follow the marked walking route. The railway's only working turntable will be demonstrated at regular intervals throughout the weekend - a truly magic roundabout with attitude, but don't let your guide hear you call him Zebedee.

Kidderminster Carriage Works

(Look out for the white signs and stewards wearing white tabards)

To get to the Carriage Works leave the station concourse by the side gate near the buffet and walk across the main station car park. The duties of this department include carrying out repairs on the carriage fleet and maintenance to a rolling programme. Your tour starts in the mechanical workshop which was first set up in 1988, since then the workshop has consistently been expanded from a couple of machine tools to what you see today. This enables us to carry out almost all repair work on our carriage fleet in-house. We have the facilities to lift the carriage body off the bogies in order to carry out all the under floor work, including the steam heat which is tested using a static steam heat boiler from a class 25 diesel locomotive. The brake cylinders are also repaired in-house and tested on the vacuum test rig which used to be operational in the Swindon Works. When the underside work is complete the body is lowered on to spare bogies so that its own bogies can be overhauled or repaired. Again all the work on these, except for tyre turning and tyre replacement, are carried out in this workshop. The works staff comprises of 4 full time staff, 2 of these having just completed a 5 year engineering apprenticeship and 1 part time member 3 days per week. This is complemented by a few retired engineers who assist with bogie repairs and other volunteer projects. The paint shop here now boasts 25 regular volunteers and 3 full time staff, 1 of whom is an apprentice. Principally the paid staff deal with the exterior repairs and the painting process while the interior repairs and decoration is largely carried out by the volunteers.

Bewdley Station Platform 3

(Look out for the blue signs and stewards wearing blue tabards)

Over the footbridge to Platform 3. Here you will find an engine in steam, an ideal footplate photo opportunity as the crew were handpicked for their good looks! (subject to availability). You can walk through the engine room of a diesel locomotive as well as visit a brake van and speak with the guard in his place of work.

The tour of Bewdley Carriage & Wagon facility starts at the far end of the car park; follow the signs and look out for the Stewards. Most of the renovation work you will see being carried out on the carriages, wagons and engines is done by volunteers who are affiliated to different groups working and raising money to restore these important parts of our heritage. The GW(SVR) Association and LNER Group will be the first place to visit. On a good day this place is more like observing bees round a honey pot. If you are very lucky one of the group may even stop long enough to inform you of the progress they are painstakingly making, beware an in depth analysis of the last project and the next one in line may follow, but we can't knock their enthusiasm. Make your way down between the sleeping cars to the 1501 group. With their loco currently undergoing boiler work they are renovating a goods van – idle hands and all that. Next, a chance to get up real close and personal with the star of the show, 4150, and meet some of the volunteers that every weekend come rain or shine are working towards getting her back in steam. Pass down through the protective tunnel turn sharp left to the Paint Shop. This is operated by the Railway where a combination of skilled full time staff and dedicated volunteers strip and virtually rebuild complete carriages. A single restoration project can often take many months of hard work before being finished with several coats of paint all applied by hand. There is a location next to the crossing with a Steward on hand for that ideal photo opportunity before meeting the force from the wagon department, don't be too alarmed, behind the dust - rust - grinders and welding gear they are quite a nice bunch of chaps – but keep your distance you never know!

Bridgnorth Guide

(Look out for the orange signs and stewards wearing orange tabards)

Your tour of the Engine Shed, Machine Shop, Wheeldrop and Yard starts from the north end of Platform 2. There you will see a sign showing the way to meet one of several stewards. Then seek out Bill & Ben – many of our machines like our locomotives have names, see if you can spot an engine called "Catch Me Who Can". That is what an engine looked like back in 1808, more than 200 years ago, her minder intends to have her in steam and will have a good tale to tell. There will be engines "undressed" (Ooh – err) and a wheel & tyre turning machine, be honest now – did you know steam locomotives had tyres. A suitable location for taking photographs will be clearly marked with a steward on hand to give advice. The wheeldrop* is the latest addition to the shed and will help the staff maintain the engines much more effectively; If you want to know more about this or any other part of the work carried out at Bridgnorth just ask a steward. They are there to help make your "Peep Behind the Scenes" complete. Once out in the yard you will see the locomotives doing their thing and be amazed at what is involved in running the Severn Valley Railway.

While you are at Bridgnorth, have a look at the frames of new-build locomotive No. 82045, a Riddles BR Class 3 2-6-2 tank being built for the SVR by The 82045 Steam Locomotive Trust. This attractive and efficient modern design first took to the rails in 1952, and engines of the class were a regular sight on the Severn Valley Line until 1964. They were designed and built at Swindon - the boiler is virtually the same as 4150's - for an economic working life of 40 years, but all had been scrapped by 1968. What a terrible waste! When built, 82045 will enter the SVR's steam fleet and should provide many years of trouble-free service, helping its hard-pressed older sisters in turn to enjoy longer working lives.

The frames are just at the top of the Bridgnorth Station approach. They can be easily accessed from the station car park or from the back of the boiler shop via the gated crossing over the running lines, if you have problems locating us just ask a steward or any of the SVR station staff. Members of the Trust will be on hand to talk to you about the project if you would like further details.

* The wheeldrop is virtually complete – if this work is finished in time for the open weekend, and there are sufficient trained staff available, it may be possible to give demonstrations during the weekend.



Wristbands can be purchased on the day from most ticket offices on the Railway or from the 4150 stand at Bewdley Station or in advance via the SVR website. (Normal train fares will apply)