

GREAT WESTERN (SVR) ASSOCIATION

England & Wales · Charity number 1078718

Details

Status Registered

Legal form Other

Registered 1999-12-22

Register [View on the Charity Commission register](#)

Contact

Address 1 Acacia Drive
Melbourne
Derby
DE73 8LT

Phone 01332864027

Email mick@hitrail.com

Website www.gw-svr-a.org.uk

Activities

Objects: TO ADVANCE THE EDUCATION OF THE PUBLIC IN THE HISTORY SOCIOLOGY AND TECHNOLOGY OF RAILWAYS IN GENERAL WITH PARTICULAR REFERENCE TO THE FORMER GREAT WESTERN RAILWAY ("GWR") AND SEVERN VALLEY RAILWAY ("SVR") (TOGETHER THE RAILWAYS") BY ACQUIRING PRESERVING DISPLAYING AND MAKING USE OF HISTORIC ROLLING STOCK ARTIFACTS, RELICS AND DOCUMENTS RELATING TO THE RAILWAYS OR RAILWAYS GENERALLY:

Activities: Preservation and restoration of historic carriages and locomotives of the Great Wesrn Railway origin for operation and educational value based on the Severn Valley Line in Worcestershire.

Classification

- **How:** Provides Human Resources, Provides Buildings/facilities/open Space, Sponsors Or Undertakes Research
- **What:** Education/training, Environment/conservation/heritage
- **Who:** The General Public/mankind

Geography

- **Area of benefit:** NOT DEFINED. IN PRACTICE IN BEWDLEY, KIDDERMINSTER AND BRIDGNORTH
- Shropshire
- Worcestershire

Finances

Period end	Income	Expenditure	Assets	Employees
2025-03-31	£80,796	£79,128	-	-
2024-03-31	£52,802	£50,317	-	-
2023-03-31	£67,132	£66,849	-	-
2022-03-31	£61,402	£30,328	-	-
2021-03-31	£98,693	£54,685	-	-

Trustees

Name	Role	Appointed
MICHAEL HAYNES	Chair	
BRIAN ARTHUR LOWE		2021-10-17
COLIN RICHARD JENKINS		
COLUMB WILLIAM HOWELL		
Christopher Haynes		
DAVID ALFRED SMITH		2021-10-17
DAVID WILLIAM MASSEY		
GARETH PRICE		2012-10-15
GRAHAM JOHN GARDENER		
PAUL BENNETT		
ROBERT MASSEY		2014-10-14

GREAT WESTERN (SVR) ASSOCIATION

England & Wales - Charity number 1078718

Accounts

Great Western (SVR) Association

Period from 1st April 2024 to the 31st of March 2025

Charity Number 1078718

2025 Trustees Annual Report to the 52nd Annual General Meeting of the Great Western (SVR) Association on 18th October 2025.

I welcome you all to our AGM and express our thanks for all your support during 2024/25.

I am presenting you the Trustees Report for the year's activities. Please note this report brings you up to date with progress up to the date of this AGM.

The association has had a busy year with increased expenditure on our activities, and it is worth mentioning that we are working on several projects in parallel.

Charitable Activities

Financial year 2024/25 has been an exceptionally busy year with high levels of both receipts and payments but with achieving a modest surplus of £1,687 overall. A steady level of income throughout the year have helped to finance two overlapping major projects, namely the completion of our Bow-ended Third 4786 and a determined push on Toplight Third 2426.

Although we have made no progress with 2242 as we have had no access to accommodation with facilities to work on roofs. This work may now be scheduled for the end of 2026. Progress on 4786 has been excellent and only the fitting of the overhauled bogies remains to be done. Most effort is now on the major work of rebuilding 2426. In parallel, work has been progressing on 89, 1145, 1257, 1399, 2119, 6045 and 9103. See below for the details.

Our web site continues to be popular with regular updates as do our updates on our 2 groups on Facebook. Gareth Price maintains our Facebook page to keep members informed. Gareth has also written articles for SVR news and other publications. Paul Bennett has continued to maintain our web site. Many thanks to both Gareth and Paul. A further thank you to Paul Davis-White who maintains the "Collett Mogul Supporters group".

We have also been developing proposals for a covered workshop to improve our working conditions. Agreement has been reached for a single shed of two carriages in length to run roughly where the sleeping car reside currently. It is now being designed in detail by the appointed Project Manager before going for planning permission. When approved we shall be making an appeal to help fund the workshop. The workshop would be 40 metres long by 8 metres wide to provide good working space either side of a vehicle.

Another notable event was the invitation for our Association to send 2 carriages with 4930 to the Greatest Gathering event to celebrate 200 years of rail. To be contemporary with Hagley Hall we chose 6045 and 9103. They both needed some work to smarten them up for the event and both needed inspection to approve them to travel on the main line. The event was a great success and the coaches performed perfectly.

9303

The long-awaited commencement of the overhaul of 9303 is still awaited but is closer.

When 43106 is moved from Bridgnorth to storage at Kidderminster 9303 will be moved to Bridgnorth for removal of the tubes and a detailed assessment of the work needed as part of the overhaul.

We can then plan for the overhaul and see about raising our part of the financial support.

2426

This continues to be the focus of our work and evidence of progress is there for all to see.

We are working on the interior and exterior in parallel concentrating on the compartments and the compartment framework.

The major repair to the south end has been completed including the cladding, installation of the gangway frame, the end mouldings and the paintwork.

Work is now taking place on the compartment frame with repairs to the bottom side. We purchased a good supply of oak, and this is now being used on the repair. 5 out of the eight compartment frames are being worked on.

The interior is also making good progress with the following areas being worked on

- All 16 seat bases have been modified to fit with repairs to the coil springs.
- 7 out of the 16 new seat backs are complete and the timber has been pre-cut for the remaining 9.
- 6 out of the 8 corridor partitions have been completed and 5 have been installed. Both corner partitions have been built, and the southern one is now in place.
- 5 compartment partitions have been installed in the correct positions.
- The south end lavatory partition has been installed and the T&G fitted to the south end walls.
- The old paintwork is steadily being burnt off and the old nails and screws removed
- The armrest support timbers and the seat support timbers are being fitted.
- A new floor was fitted at the south end and repairs are being made to the original floor as we progress northwards in each compartment
- The carriage heating system is being made up consisting of the racks, the pivot and the rodding
- 8 "new" compartment sliding doors are complete and varnished.
- The 2 new vestibule sliding doors are complete and varnished.

1145

The shop income remains satisfactory and is open regularly thanks to our volunteers. The town side cream paintwork was completed.

1257

The siphon has been suffering from wood rot in several lower external frame sections. Repairs have now begun thanks to one of the Bewdley volunteers offering to help. We have purchased new Cedar sections to enable the repairs to be progressed. A new roof canvas has been installed and painted.

1399

The Milk Van continues to be in use as the Station Fund Shop. The external paintwork on the platform side

2119

We have been pushing for many years for 2119 to be included in the schedule for overhaul. To encourage this to take place we have been making some progress in making parts and materials to aid the repair.

So far, we have purchased oak-faced ply to replace the de-laminating panels in the corridor. Also made are new bottom-side brackets to replace the heavily rusted ones which caused the withdrawal some years ago. These have been fabricated in stainless steel ensuring the problem will not re-occur.

Some lavatory components have been removed for refurbishment.

89

The railway side framework repairs in new T&G of Siberian Larch are complete with new bolections. This is now in finishing brown and lettering is in progress.

The town side has been lettered in the familiar large letters that were special to these engineering vehicles.

The tools end has been completely stripped and repainted.

The replacement step-boards are being prepared for re-instatement.

141

Being used to store completed items for 2426.

4786

Painting of the underframe has been completed as far as access permitted. The sections over the bogies will be done when it is up on the jacks at Kidderminster during bogie refitting. The batteries and steam heat will also be finalised at that time.

The dynamo will be fitted as part of the final lift in Kidderminster.

Both bogies have been overhauled. The second bogie needed new rocker saddles and hanging links.

4786 has 7ft light double bolster bogies with 'H' boxes rather than the usual 'G' boxes under 6045. The bogie has proved to be in good condition with only a limited amount of rebushing necessary. A new dynamo belt protector has been made as the original showed some wear.

The good news is that the tyres have sufficient meat for one further turning. The wheel profiles are OK. We have reserved funds to pay for future retyring.

As the carriage was built in 1926 it has been completed in the 1922 pseudo panelled livery where the Swindon painters painted it as though the earlier moulding of the wooden bodied stock still existed.

The roof repair was completed in the paint-shop at Bewdley.

Once at Kidderminster the electrics will be thoroughly checked after installation of the batteries.

4786 is due to go into Kidderminster for completion later this year.

2242

Members will recall that we secured funds from the Charitable Trust to allow the roof to be painted and the water tank installed but we have been waiting for this to happen. We are still waiting for the work to be included in the C&W schedule.

We will then seek to accommodate it at Bewdley whilst we complete the interior.

6045

Now in traffic with the special heritage set consisting of 6045, 3930, 9103, 9055, 6913 and 650. This second GW set is now seeing regular use which is the culmination of our long-held wish for 2 full GW sets, one post-1934 and one pre-1934.

6045 has suffered from cracking paintwork on its doors and this was attended to immediately before it travelled to Derby for the Greatest Gathering. Despite some scratches for overhanging vegetation, it is looking fine.

9103

This has had intermediate smarten up. The gutters have been cleaned out and resealed.

The exterior was thoroughly cleaned and lightly flatted to take areas of touch up.

The panel with the twin shields was repainted and new transfers fitted. The sides were then revarnished which worked well despite the paintwork being over 12 years old.

Financial Review

Total receipts for all categories were £80,795.87.

Membership subscriptions were £250 and Sop Sales £7,199.82. Both were slight improvements.

A significant increase in donations was received with General donations at £3,740.97, Carriage donations at £53,455.74 and Loco donations at £640.

Grateful thanks are extended to all who have so generously contributed. Our ability to claim Gift Aid on most of the donations is an important contribution with this year's total being £7,560.76. General miscellaneous income was just £39.75 as no ticket printing revenue has been claimed. Our ticket printing team has certainly not been idle as they are dealing with a much larger than usual order from the SVR and the benefit will be seen in the 2025/6 accounts. Carriage miscellaneous income was £2289.08 from increased sales of transfers and fittings to other railway groups. Finally, improved bank interest credits of £5,619.65 were recorded.

Total payments were £79,128.51, almost entirely the result of our intense carriage restoration activity.

Highest spend was on Toplight 2426 at a cost of £41,500 due to needing high stocks of timber for framework repairs and internal joinery.

Bow-ender 4786 spent 6 months in Bewdley paint shop undergoing external painting in the elaborate 1926 pseudo-panelled livery plus external roof work. The latter being mainly contract work.

Additionally, bogie overhaul work has proceeded in Kidderminster Carriage Works. 4786 expenditure was around £18,000.

A small team has also been engaged on a full overhaul both exterior and interior of our Riding Van no 89 at a cost of £4,350.

Timber at a cost of £1,470 was purchased for the framework repairs to Siphon 1257.

An opportunity was also taken to purchase, as part of a bulk order, a quantity of 'brown-fan' moquette for future use on our 1938 Collett stock at a cost of £6,636.

We have replenished stocks of communication valves and toilet plumbing fittings needed for 2426 at a cost of £3,400.

The balance of total carriage restoration spends covered consumable items such as general use paint, mastic, thinners, adhesives, bolts and screws etc.

Our 2024 AGM and general expense costs were £312 which includes bank charges and AGM room hire.

As of 31st March 2025, our total balances were £221,664.43:
unrestricted General Funds £55293.03, restricted Locomotive Fund £117,584.25 and restricted Carriage Fund £48,787.15.

The Treasurer extends his thanks to Trevor Lowe BA, ACMA for auditing the accounts.

Proposals for 2026

4786 Launch Train

This will be in Spring 2026.

Main tasks:

- **Complete 89**
- **4786 refit bogies and complete the mechanical overhaul to enter traffic.**
- **2426 complete the framework repairs to the compartment side.**
- **2426 commence framework repairs to the corridor side.**
- **2426 complete fitting the compartment walls and corridor partitions.**
- **2426 cast and machine the 8 steam heaters for the compartments.**
- **2426 begin to fit out each compartment.**
- **2426 construct 16 new droplights.**
- **2119 continue to source components for the repair and construct 8 new droplights.**

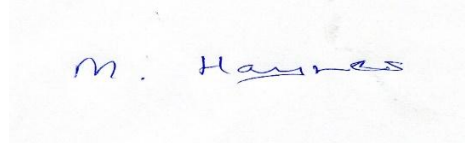
Trustees and Governance

To continue with sound governance policies have been adopted on

- Risk Management
- Investment
- Conflicts of Interest
- Volunteer Management
- Handling Complaints
- Financial Controls

These continue to be available on our website.

Signed on behalf of the Charity's Trustees

A photograph of a handwritten signature in blue ink on a white background. The signature reads "M. Haynes".

M. Haynes Chairman, 18th October 2025



CHARITY COMMISSION
FOR ENGLAND AND WALES

GREAT WESTERN (SVR) ASSOCIATION

1078718

Receipts and payments accounts

CC16a

For the period from	01/04/2024	To	31/03/2025
---------------------	------------	----	------------

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
GENERAL	11,640	-	-	11,640	10,422
	-	-	-	-	-
LOCOMOTIVE	- #	4,127	-	4,127	3,257
	-	-	-	-	-
CARRIAGE	-	65,029	-	65,029	39,123
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	11,640	69,156	-	80,796	52,802
A2 Asset and investment sales, (see table).					
	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	11,640	69,156	-	80,796	52,802
A3 Payments					
SUNDRIES / AGM	312	-	-	312	248
	-	-	-	-	-
CARRIAGE RESTORATION	- #	78,816	-	78,816	50,045
	-	-	-	-	-
LOCO RESTORATION	-	-	-	-	24
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total	312	78,816	-	79,128	50,317
A4 Asset and investment purchases, (see table)					
STOCK PURCHASE	-	-	-	-	200
	-	-	-	-	-
Sub total	-	-	-	-	200
Total payments	312	78,816	-	79,128	50,517
Net of receipts/(payments)	11,328	- 9,660	-	1,668	2,285
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	43,965	176,032	-	219,997	217,712
Cash funds this year end	55,293	166,372	-	221,665	219,997

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	HSBC BANK #	32,380	-	-
	CAF BANK	22,913	70,598	-
	CAMBRIDGE & COUNTIES BANK	-	95,774	-
	Total cash funds	55,293	166,372	-
	(agree balances with receipts and payments account(s))	OK	OK	OK

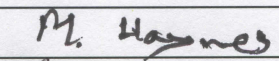
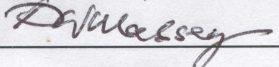
Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B2 Other monetary assets		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B3 Investment assets	SVR HOLDINGS PLC SHARES	GENERAL	-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	LOCOMOTIVE 7325/9303	LOCOMOTIVE	-	-
	LOCOMOTIVE SPARES	LOCOMOTIVE	-	-
	CARRIAGES (18)	CARRIAGE	-	-
	CARRIAGE SPARES	CARRIAGE	-	-
	WAGONS/ENGINEERING VEHICLES	CARRIAGE	-	-
			-	-

Categories	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
B5 Liabilities			-	
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	M. HAYNES	18/10/2025
	D.W. MASSEY	18/10/2025

29 Nicholds Close
Coseley
West Midlands
WV14 9JS

08 September 2025

Dave Massey
Treasurer, GW (SVR) Association

AUDIT OF GW (SVR) ASSOCIATION 2024/25 ACCOUNTS

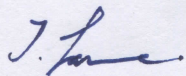
Audited accounts herewith.

The financial records have been kept in good order and are presented in a readily understandable form.

1. I note that all expenditure items during the year were appropriate for the aims of the association
2. The cash reserves of the Association at the year end are similar in total value to the opening balances. Based on the current level of activity, the Association is well funded to continue.

The financial records were well documented and my pleasure to audit.

Regards



TC LOWE BA, ACMA

CC Mick Haynes, Chairman GW(SVR) Association

GREAT WESTERN (SVR) ASSOCIATION

England & Wales - Charity number 1078718

Accounts

Great Western (SVR) Association

Period from 1st April 2023 to the 31st March 2024

Charity Number 1078718

2024 Trustees Annual Report to the 51st Annual General Meeting of the Great Western (SVR) Association on

19th October 2024.

I welcome you all to our AGM and express our thanks for all your support during 2023/24.

I now present you the Trustees Report for the year's activities. Please note this report brings you up to date with progress up to the date of this AGM.

The association has had a busy year with much expenditure on our activities and it is notable to mention that we are working on up to 5 projects in parallel.

Charitable Activities

Financial year 2023/24 has seen a modest increase in our funds, this has been through careful control of our expenditure. We have made no progress with 2242 as we have had no access to accommodation with facilities to work on roofs. This may now be scheduled for 2025. Progress on 4786 has been excellent and work on 2426 is progressing. Since this spring, work has also commenced on 89.

We still see a need to recruit a few new younger volunteers. However, we have continued to enjoy good numbers of volunteers and progress is visible every week.

Our web site continues to be popular with regular updates as do our updates on our 2 groups on Facebook. Gareth Price maintains our Facebook page to keep members informed. Gareth has also written articles for SVR news and other publications. Paul Bennett has continued to maintain our web site. Many thanks to both Gareth and Paul. A further thank you to Paul Davis-White who maintains the "Collett Mogul Supporters group".

9303

The long-awaited commencement of the overhaul of 9303 is still awaited although we enjoyed a positive meeting with Gus Dunster and Duncan Ballard. We are hoping this could be fairly soon but this is dependent on a detailed assessment of the work needed and us being able to provide both some finance and volunteer assistance.

The Bewdley Loco Department adopted 7325 as 'their loco' and worked last summer on cosmetic improvements and cleaning off all rust, painting it up to gloss black especially the tender coal space and top rear sections surrounding the water filler.

6045

Now in traffic with the special heritage set consisting of 6045, 3930, 9103 and occasionally 650. The set has only had limited use but with the return to traffic of 4786 and maybe 9581 in 2025 the set should grow to 5 – 6 vehicles.

2426

Further parts have been made, specifically the brass door runners, washbasin valves, communication valves and much of the internal compartment mouldings in both mahogany and oak.

The decorative mouldings for the north end have been made and fitted.

The gangway framework for the north end has been hung together with the step boards.

The dynamo sling at the south end is now in place.

Fitting of the steam heat piping is in progress.

8 "new" compartment sliding doors are complete, 3 of them have been varnished.

2 new/repaired lavatory doors have been varnished.

The 2 new vestibule sliding doors are complete and await warm weather before varnishing. The locks needed much refurbishing!

We completed the fabrication and repair of the 2 scissors type gangways.

We have made the timber packers which fit between the turn under end and the gangway faceplate.

The north end packer has been installed and the south end is almost ready to be installed.

We intend to fit GW pattern blinds to 2426. A supplier of one-off blinds to specification was found and the material purchased. The blind material has yet to be fitted. There are two sizes with a longer blind above the external compartment doors.

The south end has been heavily repaired with new bottom sides, standing posts and rails. One corner post was repaired but the other needed complete replacement. The 3/8" packers now need adding before the external panels can be added to protect the end from the winter.

At the north end the lavatory partition has been completed and internal T&G installed. The hopper window is also in place and the lavatory hopper and wash basin are partially fitted.

The external doors are being overhauled.

A complete set of external door hinges have been made.

1145

The shop income remains satisfactory and is open regularly thanks to our volunteers. The town side paintwork had deteriorated in the full sun and currently the cream is being refreshed to match the brown which was completed in summer 2024.

1257

The siphon has been suffering from wood rot in several lower external frame sections. Repairs have now begun thanks to one of the Bewdley volunteers offering to help. We have purchased new Cedar sections to enable the repairs to be progressed.

2119

We have been pushing for many years for 2119 to be included in the schedule for overhaul. To encourage this to take place we have been making some progress in making parts and materials to aid the repair.

So far, we have purchased oak-faced ply to replace the de-laminating panels in the corridor.

Also made are new bottom-side brackets to replace the heavily rusted ones which caused the withdrawal some years ago. These have been fabricated in stainless steel ensuring the problem will not re-occur.

Some lavatory components have been removed for refurbishment.

89 and 141

Van No 89 is a GWR 4-wheel Riding and Dormitory Van. In service it was paired with Tool Van 141 and stationed at Exeter locomotive depot. As a pair the Tool and Riding Van would both attend mishaps providing working accommodation on site.

The mess area has been thoroughly overhauled and repainted. The sliding doors have been freed and rehung to work smoothly.

The tools area has been restored on the town side and partially restored on the railway side. The central vestibule has also been overhauled. The electrics have been renewed and newly made lamps reinstated. The south end has received finishing signal red and looks splendid. The town side framework repairs of new T&G of Siberian Larch are complete with new bolections. This is now in finishing brown. Work is now concentrating on the railway side framework and T&G renewal. Most of the bottom side has been repaired. The solebar and axle-boxes have also been cleaned, repaired and painted.

We acquired 141 during this financial year and it is being used to store our completed parts for 2426. It is the Tool Van from Exeter. It is fully tarpaulined to keep it dry.

4786

This has been our main priority once we were able to enter the paint shop at Bewdley. The remaining work has been the roof and bogies. Hopefully, it will be completed by spring 2025.

Mechanical and Underframe Work

Painting of the underframe has been completed as far as access permitted. The sections over the bogies will be done when it is up on the jacks at Kidderminster during bogie refitting. The batteries and steam heat will also be finalised at that time. The step-boards on both sides are fitted. The dynamo will be fitted as part of the final lift in Kidderminster.

Bogies

The first bogie is complete and the second is in the later stages of its overhaul.

4786 has 7ft light double bolster bogies with 'H' boxes rather than the usual 'G' boxes under 6045. The bogie has proved to be in good condition with only a limited amount of rebushing necessary. A new dynamo belt protector has been made as the original showed some wear.

The good news is that the tyres have sufficient meat for one further turning. The wheel profiles are OK. We have reserved funds to pay for future retyring.

Main Bodywork

This is now being painted. As the carriage was built in 1926 it was turned out in the 1922 pseudo panelled livery where the Swindon painters painted it as though the earlier moulding of the wooden bodied stock still existed.

The body has received 2 coats of primer, 2 undercoats and a half and half. It now needs a heavy flat and finishing before the many hours of lining is applied.

Roof

The roof repair is nearing completion in the paint-shop at Bewdley.

The 2 water tanks and their kerbs have been installed. The kerbs are shaped to fit and then wrapped in roofing canvass.

Both wooden gutters are fitted and bedded on mastic. Silicon bronze screws have been used for the longest life.

The metal gutter plates are currently being fitted after careful positioning and welding.

Galvanised steel sheets have been pop-riveted over the joint in the roof panels and the hoops installed over the sheets.

Ventilators together with their pattresses are installed.
The roof is currently being painted.
The outstanding jobs are to add the lead sheet over the ends and the dust covers over the corridor canvasses.

Electrics

The jumper cable termination block and pockets have been installed on the ends.

Once at Kidderminster the electrics will be thoroughly checked after installation of the batteries.

GW snap locks.

4786 has been fitted with semi-slam tongues.

2242

Members will recall that we secured funds from the Charitable Trust to allow the roof to be painted and the water tank installed but we have been waiting for this to happen. We are still waiting for the work to be included in the C&W schedule.

We will then seek to accommodate it at Bewdley whilst we complete the interior.

GW1 and GW2 Sets

3930 has receiving received repairs and repainting.

We have advised the SVR C&W of the maintenance required this winter on our sets and offered our help.

829 is currently having its bogies overhauled.

Financial Review

Although slightly more difficult year for fundraising we achieved a small surplus. There was modest reduction in total income to £52,801 and significant expenditure of £50,517 producing just a nominal surplus to add to our cash reserves which total £219,997 at the financial year end.

During the year we also purchased, albeit for a modest sum, Breakdown Train Tool Va no. 141 which goes with its partner Van 89.

Membership subscriptions remained steady at £235. There was a modest reduction in Shop Sales income of £6,762 despite being open and well manned at all the main SVR events. A reduction in donations is evident no doubt due to challenging economic environment. General donations of £1605.40, carriage donations of £28,429.69 and loco donations of £474.00. Many thanks to our loyal supporters. Our ability to recover Gift Aid on most of these donations makes a valuable contribution of £10,058.79 based on last year's donations.

Reduced demand for our ticket printing trimmed general income to £1206.30 and sales of carriage spares was £514.80 as carriage miscellaneous income. Bank interest received was £3,515 on a rising trend.

Our main expenditure continued to be on carriage restoration projects. The four vehicles benefitting were 4786, 2426, 2119 and 89. The total amount including related tools and equipment was £50,044.60.

A spend of £24 occurred with 9303 for tools and equipment for the conservation work on the Tender.

Our AGM and general expense costs were £248.52 which includes bank charges and AGM room hire.

As of 31st March 2024, our total balances were:
unrestricted General Fund 43,965.49, restricted Locomotive Fund £113,457.02 and restricted Carriage Fund £62,574.56.

The Treasurer extends his thanks to Trevor Lowe BA, ACMA for auditing the accounts.

Proposals for 2025

4786 Launch Train

This will be in Summer 2025.

Later next year we hope to be working on 2242 and 2426 in parallel:

- **4786 to enter traffic.**
- **2426 relocate alongside our work platform and progress the framework repairs to the compartment side.**
- **2426 commence fitting the compartment walls and corridor partitions**
- **Complete the roof and bogies on 4786**
- **Complete the refresh of the cream on 1145 town side.**
- **On 2426 construct 16 new droplights and machine many of the interior mouldings.**
- **Complete the frame repairs to south end of 2426 and install the second scissors gangway.**
- **2426 install the lavatory partition at the south end.**
- **89 complete the repairs to the railway side**
- **2119 continue to source components for the repair.**

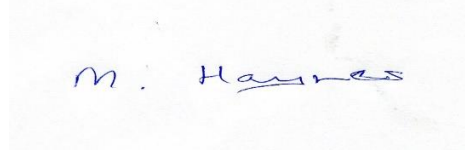
Trustees and Governance

To continue with sound governance policies have been adopted on

- Risk Management
- Investment
- Conflicts of Interest
- Volunteer Management
- Handling Complaints
- Financial Controls

These continue to be available on our website.

Signed on behalf of the Charity's Trustees

A photograph of a white piece of paper with a handwritten signature in blue ink that reads "M. Haynes".

M. Haynes Chairman, 19th October 2024



CHARITY COMMISSION
FOR ENGLAND AND WALES

Charity Name
THE GREAT WESTERN (SVR) ASSOCIATION

No (if any)

CC16a

Receipts and payments accounts

For the period from 01/04/23 To 31/03/24

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
GENERAL	10,422	-	-	10,422	13,089
	-	-	-	-	-
LOCOMOTIVE	-	3,257	-	3,257	3,362
CARRIAGE	-	39,123	-	39,123	50,681
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	10,422	42,380	-	52,802	67,132
A2 Asset and investment sales, (see table).					
	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	10,422	42,380	-	52,802	67,132
A3 Payments					
SUNDRIES/AGM	248	-	-	248	263
	-	-	-	-	-
CARRIAGE RESTORATION	-	50,045	-	50,045	58,775
CARRIAGE ITEMS FOR RE-SALE	-	-	-	-	7,811
	-	24	-	24	-
LOCO RESTORATION	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total	248	50,069	-	50,317	66,849
A4 Asset and investment purchases, (see table)					
STOCK PURCHASE	-	200	-	200	-
	-	-	-	-	-
Sub total	-	200	-	200	-
Total payments	248	50,269	-	50,517	66,849
Net of receipts/(payments)	10,174	7,889	-	2,285	283
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	33,792	183,920	-	217,712	217,429
Cash funds this year end	43,966	176,031	-	219,997	217,712

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	HSBC BANK	36,272	-	-
	CAF BANK	7,694	83,796	-
	CAMBRIDGE & COUNTIES BANK	-	92,235	-
	Total cash funds	43,966	176,031	-
(agree balances with receipts and payments account(s))		OK	OK	OK

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B2 Other monetary assets		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B3 Investment assets	SVR (HOLDINGS) PLC SHARES	GENERAL	-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	LOCOMOTIVE 7325/9303	LOCOMOTIVE	-	-
	LOCOMOTIVE SPARES	LOCOMOTIVE	-	-
	CARRIAGES (18)	CARRIAGE	-	-
	CARRIAGE SPARES	CARRIAGE	-	-
	WAGONS/ENGINEERS VEHICLES	CARRIAGE	-	-
			-	-

Categories	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
B5 Liabilities			-	
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
<i>D. W. Massey</i>	M. HAYNES	19/10/24
<i>D. W. Massey</i>	D. W. MASSEY	19/10/24

29 Nicholds Close
Coseley
West Midlands
WV14 9JS

04 September 2024

Dave Massey
Treasurer, GW (SVR) Association

AUDIT OF GW (SVR) ASSOCIATION 2023/24 ACCOUNTS

Audited accounts herewith.

The financial records have been kept in good order and are presented in a readily understandable form.

1. I note that all expenditure items during the year were appropriate for the aims of the association
2. The cash reserves of the Association at the year end are similar in total value to the opening balances. Based on the current level of activity, the Association is well funded to continue.

The financial records were well documented and my pleasure to audit.

Regards



TC LOWE BA, ACMA

CC Mick Haynes, Chairman GW(SVR) Association

GREAT WESTERN (SVR) ASSOCIATION

England & Wales - Charity number 1078718

Accounts

Great Western (SVR) Association

Period from 1st April 2022 to the 31st March 2023

Charity Number 1078718

2023 Trustees Annual Report to the 50th A.G.M. of the Great Western (SVR) Association on 21st October 2023.

I welcome you all to our AGM and express our thanks for all your support during 2022/23.

I now present you the Trustees Report for the year's activities. Please note this report brings you up to date with progress up to the date of this AGM.

Although we are out of the pandemic, the global energy crisis and high inflation is affecting all of our restoration costs. As you know this is affecting the railway's position and income. Thankfully the railway has had a good summer and is slowly recovering from a tough financial position. The use of steam is now moving back to higher levels which is a good sign. The issues underlying the snap locks on our stock have now been resolved and full GW sets can again be used.

Charitable Activities

Financial year 2022/23 has seen a modest increase in our funds, despite a substantial increase in spending on carriage restoration. We have made no progress with 2242 as we have had no access to accommodation with facilities to work on roofs. This is now scheduled for Spring 2024. Progress on 4786 has been excellent and work on 2426 is progressing. Since this spring, work has also commenced on 89.

We still see a need to recruit a few new younger volunteers. However, we have continued to enjoy good numbers of volunteers and progress is visible every week!

Our web site continues to be popular with regular updates as do our updates on our 2 groups on Facebook. Gareth Price maintains our Facebook page to keep members informed. Gareth has also written articles for SVR news and other publications. Paul Bennett has continued to maintain our web site. Many thanks to both Gareth and Paul. A further thank you to Paul Davis-White who maintains the "Collett Mogul Supporters group".

9303

The long-awaited commencement of the overhaul of 9303 is still awaited and looks unlikely to begin until at least late 2024. Possibly, this could take place after the completion of 2968 and 4150 but there is a lot of pressure from many groups.

The Bewdley Loco Department have adopted 7325 as 'their loco' and worked this summer on cosmetic improvements and cleaning off all rust, painting it up to gloss black especially the tender coal space and top rear sections surrounding the water filler.

6045

Now in traffic with the special heritage set consisting of 6045, 3930, 9103.

The set has only had limited use but with the return to traffic of 4786 and maybe 9581 in 2024 the set should grow to 5 – 6 vehicles.

2426

Further parts have been made, specifically the special compartment door stays and the corridor coving in softwood for the external face and many mahogany mouldings.

The steel panelling for the north end has been made and fitted.

Both battery boxes have been installed together with their shields.

Repairs have been made to the strengthening plates in the headstocks

8 "new" compartment sliding doors are complete except for the blind covers.

2 new/repairs lavatory doors.

The 2 new vestibule sliding doors are in the later stages of production.

We are nearing the completion of the fabrication and repair of the 2 scissors type gangways.

We have made the timber packer which fits between the turn under end and the gangway faceplate.

The distinctive hopper ventilators in the external doors have been made as have all 32 picture frames.

The large and quarter light window mouldings have been made.

The lavatory door frame mouldings have been made.

The cornice sections between the ceiling panels and the compartment walls are made.

We intend to fit GW pattern blinds to 2426. A supplier of one-off blinds to specification has been found and we have put together an order together with the Great Western Society. The blind material has been woven and the blinds are being made. There are two sizes with a longer blind above the external compartment doors.

The underframe and solebar has been cleaned down and painted.

New step-board brackets have been fitted ready for the coach's full-length boards.

The south end has been prepared ready for the joiner to begin framework repairs requiring new end bar and new corner posts.

We have selected joiners for framework repairs and external door repairs.

1145

The shop income has recovered from COVID. The town side paintwork had deteriorated in the full sun and during 2023 the brown has been cleaned off and repainted.

89 and 141

Van No 89 is a GWR 4-wheel Riding and Dormitory Van. In service it was paired with Tool Van 141 and stationed at Exeter locomotive depot. As a pair the Tool and Riding Van would attend mishaps

Following the passing of Trustee, Peter Simpson, the van has been transferred to the Association and it's currently under restoration to provide a Mess Van for the Association volunteers. During 2023 the Riding Van 141 has also passed into the Association's care but in our year 2023/4.

The initial work concentrated on cleaning the interior and sorting out all the drawings, books and notebooks left by Pete. The walls were cleaned and items moved out to free up space in the seating area at the south end.

The south end has received framework repairs and new T&G of Siberian Larch. Mouldings at the top and the end window bolections were renewed.

Work is now concentrating on the town side framework and T&G at the north end has been cleaned off and repainted.

The solebar and buffers have also been cleaned, repaired and painted.

4786

This has been our main job and has progressed to a complete interior. The remaining work is the roof and bogies. Hopefully, it will be completed in 2024.

Mechanical and Underframe Work

Painting of the underframe has been completed as far as access permitted. The sections over the bogies will be done when it is up on the jacks at Kidderminster during bogie repairs. The step-boards on the compartment side are about to be fitted. The dynamo slings and tension rod have been installed.

Bogies

The first bogie is under overhaul. The second will follow given the limited space available to strip multiple bogies at the same time. 4786 has 7ft light double bolster bogies with 'H' boxes rather than the usual 'G' boxes under 6045. The bogie is proving to be in good condition although very rusty. The bogie was stripped down and the parts marked up and stored on 2 pallets. The parts were then transferred to Bewdley for the team to clean down and paint. The good news is that the tyres have sufficient meat for one further turning. The wheel profiles are OK. We have reserved funds to pay for future retyring.

Main Bodywork

After completion of the frame repairs on the corridor side the coach was turned and repairs took place on the compartment side. We were lucky in that Mike Walker completed the repairs before his sad passing. The quality of the repairs to the cantrail, window frames and the door posts will be a visible tribute to his skills long into the future.

As the repairs were completed new panels were fitted and new roof edge sections. The roof destination brackets were installed.

Roof

The parts for the roof repair have been assembled ready for the work to take place in the paint-shop at Bewdley.

These comprise:
2 water tanks and their batons
Set of gutter plates
Timber for the gutters
Galvanised steel sheets for pop riveting over the joints
Lead sheet for the ends
Ventilators together with their pattresses

External Doors

The compartment external doors have all been rehung and fitted with new locks. This took time but the results are good. Once they were working satisfactorily the external panels were removed and refitted bedding on mastic. The new snap locks and strike plates were fitted.

The work then concentrated on the inward facing fittings. A small team worked on fitting the droplights and making sure there was adequate clearance to ensure they dropped and raised smoothly and fitted correctly over the fence plate. Four of them were too tight in the runners and jigs and tools were acquired to gently widen the runners.

New droplight straps (known as "strings") were screwed into their rose plates and fed with Neatsfoot Oil to make them supple.

The carriage number, door letter and other transfers were installed and varnished.

Seats

From the spring to the summer the upholsterer fitted the red/black cauliflower patten original upholstery. All the effort we put in to get the sizes of the seat right was rewarded as fitting progressed smoothly.

Corridor

The floor was levelled, and the lino was laid at the end of October.
The window mouldings were fitted as the scumbling is completed.
As the scumbling on the inside of the external wall was completed and varnished. The compartment sliding doors were re-installed.
We then fitted the corridor handrails and the handrails to the vestibule sliding doors,
The communication tubes and chain were set up and tested.
Finally, the emergency transfers took their places above the doors.

Compartments

All the mahogany panelling was fitted together with their luggage racks and picture frames.
The window mouldings were individually fitted.
The final job was fitting the seat numbers with their small brackets.

Electrics

The jumper cable termination block and pockets have been installed on the ends.

Lavatories

The two lavatory compartments are complete including door closers and toilet roll holders.
When the roof is done the 2 new water tanks will be installed and then connected to the washbasin and hopper.

Issues with the GW snap locks.

Following an incident early in 2023 where one of the GW snap locks was left in a vertical position between stations a temporary ban on their use was imposed until a solution was found.

We worked hard with C&W managers and proposed the introduction of modified locks by introducing a "semi-slam" lock tongue on the no 3 4 5 and 6 type locks.

This involved the SVR purchasing new tongues and springs and has been implemented between August and October. Most of our stock is now fitted with these semi slam tongues.

2242

Members will recall that we secured funds from the Charitable Trust to allow the roof to be painted and the water tank installed but we have been waiting for this to happen. It is now scheduled to take place in early 2024.

We will then seek to accommodate it at Bewdley during 2024 whilst we complete the interior.

GW1 and GW2 Sets

6913, 7284, 1146, 1116 and more recently 9055 and 3930 are receiving received repairs and repainting to keep them fresh and in traffic.

We are hoping that the overhaul of 2119 will recommence next year.

1257 is also at Bewdley for some repairs to its framework.

Financial Review

A very busy year of fund-raising and restoration activity has seen a modest rise in total income to £67,132 and much increased expenditure of £66,850, producing just a nominal surplus to add to our cash reserves which total £217,712 at the financial year end.

We attempted, following advice in the light of rising inflation, to bring forward purchases of items for current and future projects using available cash reserves. By this activity we have reduced our Carriage Fund balance to £73,696 but continue to be frustrated by lack of capacity in the SVR carriage overhaul programme to include our requested contract work. A similar situation prevails with the much-delayed overhaul and return to service of Collett mogul 9303, where we have funds available for targeted support.

Receipts this year have been boosted by a return of some ticket printing revenue, both for SVR and another organisation, within General Miscellaneous income of £1,753, healthier Shop Sales income of £7,827 and donations, gratefully received for General purposes £2,728, Carriage Fund projects £36,600 and Locomotive Fund £1,860. Without such generous backing from our supporters our restoration project progress would be considerably reduced. Gift Aid recovery on the previous year's donations etc. amounted to £6,752. Our Carriage Fund has also benefitted with receipts of £7,820 by supplying carriage fittings, utilising our patterns and supplier contacts, to other groups outside the SVR as well as SVR Holdings, the latter providing credit to offset future contract work costs. In addition to the above figure some revenue was included in the previous year's accounts, having been paid in advance of the expenditure for the supply made this year. Membership subscriptions are a modest £230 and bank interest received is £1,562, on a sharply rising trend continuing well beyond this financial year.

With restoration of Bow-end Third 4786 well advanced and having, labour and funds available we began work on and acquiring parts and materials for Toplight Third 2426 and Breakdown Tender Van 89. Excluding purchase costs of general use tools, paint, screws, and other consumables we spent £23,913 on 4786, £22,941 on 2426 and £1,134 on 89 in a total restoration spend of £58,775. In addition. the cost of items for resale was £7,812.

Our AGM and general expense costs were £138 and bank charges £125.

At 31st March 2023 our total balances are:
unrestricted General Fund £33,791-85, restricted Locomotive Fund £110,224-65 and restricted Carriage Fund £73,695-93.

The Treasurer extends his thanks to Trevor Lowe BA, ACMA for auditing the accounts.

Proposals for 2024

4786 Launch Train

This will depend on workshop access for the roof and bogie overhauls as well as a full external paint job so will probably be in Summer 2024.

We hope to be working on 2242 and 2426 in parallel:

- **4786 to enter traffic.**
- **Given workshop space, complete the roof and bogies on 4786**
- **2242 to be worked on alongside 2426 with finishing late 2024**
- **Flat back and paint the cream on 1145 town side.**
- **On 2426 complete the interior compartment doors, vestibule sliding doors and the new corridor bolections. Construct 16 new droplights and machine many of the interior mouldings. Progress frame repairs to south end of 2426. Install the first scissors gangway. Install the lavatory wall at the north end.**

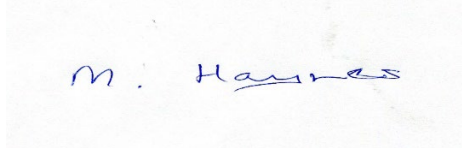
Trustees and Governance

To continue with sound governance policies have been adopted on

- Risk Management
- Investment
- Conflicts of Interest
- Volunteer Management
- Handling Complaints
- Financial Controls

These continue to be available on our website.

Signed on behalf of the Charity's Trustees

A photograph of a handwritten signature in blue ink on a white background. The signature reads "M. Haynes".

M. Haynes Chairman, 21st October 2023



CHARITY COMMISSION
FOR ENGLAND AND WALES

The Great Western Railway Association 1078116

Receipts and payments accounts

CC16a

For the period from	Period start date 01/04/22	To	Period end date 31/03/23
---------------------	-------------------------------	----	-----------------------------

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
GENERAL	13,089	-	-	13,089	10,108
LOCOMOTIVE	-	3,362	-	3,362	3,241
CARRIAGE	-	50,681	-	50,681	48,053
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	13,089	54,043	-	67,132	61,402
A2 Asset and investment sales, (see table).					
	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	13,089	54,043	-	67,132	61,402
A3 Payments					
SUNDRIES/AGM	263	-	-	263	197
CARRIAGE RESTORATION	-	58,775	-	58,775	29,045
CARRIAGE ITEMS FOR RE-SALE	-	7,811	-	7,811	-
SPECIAL TRAIN HIRE	-	-	-	-	1,086
	-	-	-	-	-
	-	-	-	-	-
Sub total	263	66,586	-	66,849	30,328
A4 Asset and investment purchases. (see table)					
	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	263	66,586	-	66,849	30,328
Net of receipts/(payments)	12,826	12,543	-	283	31,074
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	20,966	196,463	-	217,429	186,355
Cash funds this year end	33,792	183,920	-	217,712	217,429

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	HSBC BANK	33,792	10,211	-
	CAF BANK	-	88,124	-
	CAMBRIDGE & COUNTIES BANK	-	85,586	-
	Total cash funds	33,792	183,921	-

(agree balances with receipts and payments account(s))

OK	Unrestricted funds to nearest £	Agreement Error	Restricted funds to nearest £	OK	Endowment funds to nearest £
----	---------------------------------	-----------------	-------------------------------	----	------------------------------

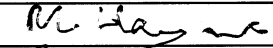
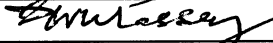
B2 Other monetary assets	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-

B3 Investment assets	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	SVR (HOLDINGS) PLC SHARES	GENERAL	-	-
			-	-
			-	-
			-	-
			-	-

B4 Assets retained for the charity's own use	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	LOCOMOTIVE 7325/9303	LOCOMOTIVE	-	-
	LOCOMOTIVE SPARES	LOCOMOTIVE	-	-
	CARRIAGES (18)	CARRIAGE	-	-
	CARRIAGE SPARES	CARRIAGE	-	-
	WAGONS	CARRIAGE	-	-
			-	-
			-	-
			-	-

B5 Liabilities	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
			-	
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	M. HAYNES	21/10/23
	D.W. MASSEY	21/10/23

29 Nicholds Close
Coseley
West Midlands
WV14 9JS

06 September 2023

Dave Massey
Treasurer, GW (SVR) Association

AUDIT OF GW (SVR) ASSOCIATION 2022/23 ACCOUNTS

Audited accounts herewith.

The financial records have been kept in good order and are presented in a readily understandable form.

1. I note that all expenditure items during the year were appropriate for the aims of the association
2. The cash reserves of the Association at the year end are similar in total value to the opening balances. Based on the current level of activity, the Association is well funded to continue.

The financial records were well documented and my pleasure to audit.

Regards



TC LOWE BA, ACMA

CC Mick Haynes, Chairman GW(SVR) Association

GREAT WESTERN (SVR) ASSOCIATION

England & Wales - Charity number 1078718

Accounts

Great Western (SVR) Association

Period from 1st April 2021 to the 31st March 2022

Charity Number 1078718

2022 Trustees Annual Report to the 49th A.G.M. of the Great Western (SVR) Association. on 15th October 2022.

I welcome you all to our AGM and express our thanks for all your support during 2021/22.

I now present you the Trustees Report for the year's activities. Please note this report brings you up to date with progress up to the date of this AGM.

We are virtually out of the pandemic although global energy crisis is affecting the railway's income and the hot summer has severely impacted on the amount of steam which could be used.

Charitable Activities

Financial year 2021/22 has seen an increase in our funds, mainly because of reduced spending, whilst we recovered from the lockdowns. We have made no progress with 2242 as we have had no access to accommodation with facilities to work on roofs. Progress on 4786 has been excellent and work on 2426 has begun to pick up.

We still see a need to recruit new younger volunteers. As last year we have continued to enjoy good numbers of volunteers and progress is visible every week!

Our web site continues to be popular with regular updates as do our updates on our 2 groups on Facebooks. Gareth Price maintains our Facebook page to keep members informed. Gareth has also written articles for SVR news and other publications. Paul Bennett has continued to maintain our web site. Many thanks to both Gareth and Paul. A further thankyou to Paul Davis-White who maintains the "Collett Mogul Supporters group".

9303

The long-awaited commencement of the overhaul of 9303 is still awaited and looks unlikely to begin until at least late 2023. It was on show in Kidderminster station during the Heritage weekend and last Annual Steam Gala in September, with much interest in its overhaul. Possibly this could take place after the completion of 2968 and 4150.

Work has begun on drawings for the 5" buffer beam extension casting together with, an additional buffer beam and new long bolts to reconvert it back into 1932 condition as 9303.

6045

Now in traffic with the special heritage set consisting of 6045, 3930, 9103.

The set has only had limited use but with the return to traffic of 4786 and maybe 9581 in 2023 the set should grow to 5 – 6 vehicles

2426

Further parts have been made, specifically the special compartment door stays and the corridor coving in softwood for the external face and mahogany for the internal face.

The steel panelling for the north end has been made and is fitted.

Both battery boxes have been installed together with their shields.

Buffers and trussing and solebar have been cleaned off and painted

8 "new" compartment sliding doors are under construction from spare Bow Ended doors.

The distinctive hopper ventilators in the external doors have been made as have all 32 picture frames.

The cornice sections between the ceiling panels and the compartment walls are currently being made.

We intend to fit GW pattern blinds to 2426. A supplier of one-off blinds to specification has been found and we have put together an order together with the Great Western Society.

1145

Shop income has recovered from COVID and the earlier repaint of 1145 still provides an impressive shop window. The railway side has been touched up thereby delaying the need to turn it for the moment. It now needs attention to the roof which is leaking and a full repaint on both sides. This requires workshop space which is drastically short supply..

89

Van No 89 is a GWR 4-wheel Riding and Dormitory Van. In service these were paired with Tool vans and stationed at GWR loco sheds. The Tool and Riding Van pairs would be required to attend mishaps as quickly as possible and were vacuum braked to allow running at near express speeds.

89 was built at Swindon in October 1908 under Lot 580 and allocated to Exeter shed and recorded as 'Tender for Breakdown Van' in the register. It arrived on the SVR, by rail, from Worcester in January 1972. It formed a pair with Breakdown Van no 141 of lot 579.

Following the passing of Trustee, Peter Simpson, the van has been transferred to the Association and it's currently under restoration to provide a Mess Van for the Association volunteers.

4786

This has been our main job and progress is good once the lockdowns were lifted.

We have teams working in parallel on the interior and exterior of the coach. The coach was remarkably complete so as a policy we are trying to keep as much of the original as possible.

Mechanical and Underframe Work

The battery boxes have had their end shields fitted. These protect the boxes from any debris thrown up from the wheels. Most of the underframe and angle trussing has been cleaned and painted as has the compartment side solebar. All the steam heat piping has been installed.

Painting of the underframe has been completed as far as access permits. The sections over the bogies will be done when it is up on the jacks at Kidderminster during bogie repairs.

The stepboards on the corridor side have been made from best quality Douglas Fir, painted, and fitted with flaps and 3/8 inch plough bolts.

Stainless lavatory soil pipes have been fitted.

In progress are the brackets to support the dynamo. We already have the tension spring.

Bogies

No work has been done on the bogies. They will be overhauled at Kidderminster, probably next year. It has 7ft light double bolster bogies with 'H' boxes rather than the usual 'G' boxes under 6045. The tyres have sufficient meat for one further turning. The wheel profiles are OK. We have reserved funds to pay for future retyring.

Main Bodywork

Since the coach was turned, the old south end framework has been repaired and new panels fitted together with the corridor connection, new rubbing plates, new canvas as well as the communication valve and assorted brackets.

After repairing the corner post the lavatory framework was repaired and the compartment side as far as compartment 8.

Since then, one third of the cantrail has been replaced and the remainder has the old iron screws removed plugged and the rail re-faced.

Work then progressed to the compartment framework. 3 new door lock posts have been made and most of the quarterlight frames have been renewed. The bottom sections of the retained door posts were repaired, and new threshold sections fitted.

New corner brackets with stainless bolts now add strength to the repaired posts.

Just 2 sections remain to finish the compartment side.

Roof

On the compartment side, the roof edge has been cut back and new edge sections pop-riveted to the original roof sheets and screwed into the repaired cantrail. The destination board brackets have been fitted.

All the gutter plates have been cleaned off, filled, and painted for ready for when the roof can be completed.

External Doors

The compartment external doors have had the new panels individually fitted with repaired hinges and repaired cut outs for the locks.

The new panels were sent away for galvanising and are ready for fitting.

A jig was made to support each door whilst hanging and so far, 5 have been rehung.

The doors have all needed some small adjustments since hanging to ensure smooth operation.

A small team are progressing the fitting out of the inside of the doors. As 4786 is from 1926 the bottom panels on the inside were galvanised 16 swg sheets with removable bottom panels. These have been recreated with a stainless-steel support bar instead of the mild steel originally fitted. These are now in place.

To support and guide the droplight when it is raised the top section of the door is surrounded by 3 rails each fitted with felt. Most are now made and fitted. The new garnish rails and brass weather strips have been fitted.

New locks and strike plates have been made all with new springs. Fitting has begun.

New droplights have already been made and are ready for final installation.

Seats

The seats frames have been fitted into position with support brackets on the corridor side and temporary supports on the external side. As the repairs to the side progressed the permanent brackets have been installed.

The side panels have been made in 6mm ply and half of them have been upholstered along with their respective armrests.

The bases have all had their front panels deepened to match the original design.

The upholsterer is overloaded at this time, but fitting should begin shortly.

Corridor

The external wall has been scumbled in satinwood and mahogany and looks good. The bottom panels are now being worked on and will be completed soon.

The internal wall has been completed scumbled and varnished. All the compartment sliding doors are complete and stored ready for fitting after the lino has been laid.

The floor has been levelled and the lino is being laid at the end of October.

The window mouldings are being fitted as the scumbling is completed. We still need to fit the corridor hand rails.

Most of the communication tubes are now in place.

Compartments

The compartment T&G side panels are being installed as the framework repairs progress.

All the mahogany panelling is then fitted together with their luggage racks.

All the ceiling panels, mouldings and light pattresses are already in place.

The final jobs will be fitting the upholstery and installing the picture frames

Electrics

A lot of effort has gone into wiring the compartments. These have two switches, one to turn 2 of the 3 ceiling lights on/off and the other to dim the remaining light. This is a challenge given the move to LED lighting but has been solved by adding an extra circuit with dimming capability.

The lighting is now complete apart from final testing and the installation of new batteries.

Lavatories

The two lavatory compartments have been fully fitted out with washbasins, hoppers and associated fittings such as handles and coat hooks. A significant amount of work went into recreating the original configuration with imitation tiles and walnut scumbling.

When the roof is done the 2 new water tanks will be installed and then connected to the washbasin and hopper. The only lavatory hoppers left in stock were yellow as needed for Hawksworth carriages, but we have managed to get them refinished in white together with a further 2 for 2426.

New Fittings and Future Requirements

New large ceiling lighting parts are complete. They are needed for 2426 and 9581. New private locks are also complete. New No 3 and No 6 door locks and strike plates have been made.

A new major item of expenditure is the future need for new tyres for the "G" type wheelsets. Unfortunately, 6045's bogie wheels are on their last turning therefore during 2023 we will need to carry out further fund raising to buy the tyres. Once they are available, we will work with the Mechanical team to release suitable wheelsets to be sent away for re-tyring.

2242

This was moved into Kidderminster works during the COVID crisis to allow us to install new flooring in the corridor, the compartments and the Guard's area.

We secured funds from the Charitable Trust to allow the roof to be painted and the water tank installed but we have been waiting for this to happen. It is now scheduled to take place in 2023.

We will then seek to accommodate it at Bewdley whilst we complete the interior.

GW1 and GW2 Sets

6913 has received a repaint on one side only. It is hoped to repaint the other side next year. Our team will be helping with the interior scumbling.

Work on 9615 is still halted. Hopefully it can be included during next year alongside 9627.

The overhaul of 2119 should recommence next year.

1257 is also at Bewdley for some repairs to its framework.

Financial Review

We can report another successful year of fund raising and restoration activity. Although both gross receipts at £61,402 and payments of £30,328 are at lower levels than previous year we again achieved a healthy surplus of £31,074 to add to our cash reserves which now total £217,429 at FYE. This puts us in a strong position to continue with our carriage restoration projects of 4786, 2426 and 2242 and to provide targeted financial support towards the forthcoming overhaul of 9303.

We can report a broad-based set of results for our various income categories with the only absence again being ticket printing revenue. Despite a year again interrupted by Covid lockdowns it is pleasing to see a return to earlier levels of shop sales at £5,902. Donations were gratefully received for General use £2,206, Carriage fund £29,568 and Loco fund £2,021 and we offer our thanks to all our members for their continued support. Gift aid recovery was again strong at £12,510 based on our previous year's qualifying donations and subscriptions. Two bequests were received, one for carriage upholstery work in 4786 of £4,563 and the other shared between Loco and Carriage funds of £1,000. The delayed special train to launch 6045 into traffic was well supported with takings of £1,114 to add to that previously received in 2019/20.

Bank interest rates are on a rising trend with £968 received this year although to offset that bank charges were imposed by HSBC on our Current Account, monthly from November 2021.

The reduced expenditure this year of £29,045 for our carriage restoration projects which includes tools and equipment is mainly for 4786 although we were acquiring parts for 2426 and 2242 where bulk buying was prudent.

No SVR contract work was undertaken although we have requested inclusion in their programme for our vehicles. Work on 2242 is still on hold awaiting workshop access and for which we have a SVRCT grant available.

The SVR hire charge for our 6045 Special charter was £1,086.

General expenses, AGM room hire, and bank charges amount to £197.

The Treasurer extends his thanks to Trevor Lowe BA, ACMA for auditing the accounts.

Proposals

4786 Launch Train

This will depend on workshop access for the roof and bogie overhauls as well as a full external paint job so will probably be in 2024.

Let us look forward to 2022/23 working on the following. Note we hope to be working on 2242 and 2426 in parallel:

- **On 4786 complete the repairs to the compartment side and finish preparing the exterior.**
- **Given workshop space, complete the roof and bogies on 4786**
- **2242 to be worked on alongside 2426 with finishing late 2023**
- **Providing we can arrange access to workshop space, renew the gutters on 1145 and paint the roof and the exterior.**
- **On 2426 complete the interior compartment doors, vestibule sliding doors and the new corridor bolections. Construct 16 new droplights and machine many of the interior mouldings. Progress frame repairs to south end of 2426. Complete the painting of the exposed areas of underframe.**

Trustees and Governance

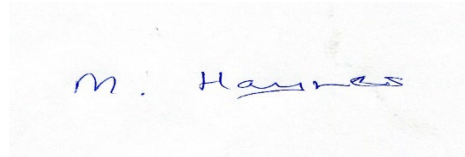
Two new trustees have joined us in 2022 – welcome to Brian Lowe and Dave Smith.

To continue our approach to sound governance policies have been adopted on

- Risk Management
- Investment
- Conflicts of Interest
- Volunteer Management
- Handling Complaints
- Financial Controls

These continue to be available on our website.

Signed on behalf of the Charity's Trustees



M. Haynes Chairman, 15th October 2022



CHARITY COMMISSION
FOR ENGLAND AND WALES

The Great Western (SVR) Association

1078718

Receipts and payments accounts

CC16a

For the period from	Period start date 01/04/21	To	Period end date 31/03/22
---------------------	-------------------------------	----	-----------------------------

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
GENERAL	10,108	-	-	10,108	
	-	-	-	-	
LOCOMOTIVE	-	3,241	-	3,241	
	-	-	-	-	
CARRIAGE	-	48,053	-	48,053	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
Sub total (Gross income for AR)	10,108	51,294	-	61,402	
6,473					
-					
1,422					
-					
90,798					
-					
-					
-					
98,693					
A2 Asset and investment sales, (see table).					
	-	-	-	-	
	-	-	-	-	
Sub total	-	-	-	-	-
Total receipts	10,108	51,294	-	61,402	98,693
A3 Payments					
SUNDRIES/AGM	197	-	-	197	
	-	-	-	-	
CARRIAGE RESTORATION	-	29,045	-	29,045	
	-	-	-	-	
SPECIAL TRAIN HIRE	1,086	-	-	1,086	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
Sub total	1,283	29,045	-	30,328	

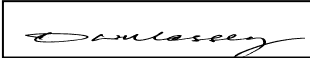

100
-
54,585
-
-
-
-
-
-
54,685

A4 Asset and investment purchases, (see table)					
	-	-	-	-	
	-	-	-	-	
Sub total	-	-	-	-	-
Total payments	1,283	29,045	-	30,328	54,685
Net of receipts/(payments)	8,825	22,249	-	31,074	44,008
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	12,141	174,214	-	186,355	142,347
Cash funds this year end	20,966	196,463	-	217,429	186,355

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	HSBC BANK	20,966	26,885	-
	CAF BANK	-	84,983	-
	CAMBRIDGE & COUNTIES BANK	-	84,595	-
	Total cash funds	20,966	196,463	-
	(agree balances with receipts and payments account(s))	OK	OK	OK
		Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B2 Other monetary assets	Details	-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
B3 Investment assets	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	SVR (HOLDINGS) PLC SHARES	GENERAL	-	-
			-	-
			-	-
			-	-
B4 Assets retained for the charity's own use	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	LOCOMOTIVE 7325/9303	LOCOMOTIVE	-	-
	LOCOMOTIVE SPARES	LOCOMOTIVE	-	-
	CARRIAGES (18)	CARRIAGE	-	-
	CARRIAGE SPARES	CARRIAGE	-	-
	WAGONS (1)	CARRIAGE	-	-
			-	-
			-	-
			-	-
B5 Liabilities	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	D W MASSEY	15 Oct 2022
	M.HAYNES	15 Oct 2022

29 Nichols Close
Coseley
West Midlands
WV14 9JS

13 September 2022

Dave Massey
Treasurer, GW(SVR)A

AUDIT OF GW(SVR)A 2021/22 ACCOUNTS

Audited accounts herewith.

The financial records have been kept in good order and are presented in a readily understandable form.

1. I note that all expenditure items during the year were appropriate for the aims of the Association.
2. The cash reserves of the Association increased during the year. Based on the current level of activity, the Association is well funded to continue.
3. The level of cash held by The Association now exceeds £200,000. This is acceptable if you have firm plans for its use, but I would be concerned about the effects of high rates of inflation if the cash is to be held for a long time.

The financial records were well documented and my pleasure to audit.

Regards,



TC Lowe BA, ACMA

Cc Mick Haynes, Chairman GW(SVR)A

GREAT WESTERN (SVR) ASSOCIATION

England & Wales - Charity number 1078718

Accounts

Great Western (SVR) Association

Period from 1st April 2020 to the 31st March 2021

Charity Number 1078718

2021 Trustees Annual Report to the 48th A.G.M. of the Great Western (SVR) Association. on 16th October 2021.

I welcome you all to our AGM and express our thanks for all your support during 2020/21.

I now present you the Trustees Report for the year's activities. Please note this report brings you up to date with progress up to the date of this AGM.

We are still in the global pandemic which has significantly affected all our lives and has delayed many of our Charitable activities but now things are recovering.

Charitable Activities

Financial year 2020/21 has seen an increase in our funds mainly as a result of less spending, whilst we were unable to make progress in lockdown. We have made limited progress with 2242 but reasonable progress with 4786.

We still see a need to recruit new younger volunteers. As last year we have continued to enjoy good numbers of volunteers and progress was visible every week until the pandemic!

Ensuring safe working at height has been an ongoing issue and involved us in several activities with steps and scaffolding. Thankfully, we received approval for a special set of scaffolding by LOBO which has enabled us to continue working on 4786 from the scaffolding.

Our web site continues to be popular with regular updates as do our updates on the unofficial SVR web site <http://www.svr-online.org.uk/>. Gareth Price maintains our Facebook page to keep members informed. Gareth has also written articles for SVR news and other publications.

9303

The long-awaited commencement of the overhaul of 9303 still looks to begin perhaps as early as later in 2022. It was positioned in Kidderminster station during the 40's weekend with much interest in its overhaul after the completion of 2968, 4150 and 4930.

Work has begun on drawings for the 5" buffer beam extension casting, an additional buffer beam and new long bolts to reconvert it back into 1932 condition as 9303.

6045

Now in traffic with the special heritage set consisting of 6045, 650, 3930, 9103.

The set has only seen minor use but will be in action tomorrow Sunday 17th October on our long delayed special to celebrate its return to traffic.

2426

Further parts have been made, specifically the special compartment door closers and the corridor coving in softwood for the external face and mahogany for the internal face.

The steel panelling for the north end has been made and is fitted although one panel has still to be bedded in.

Missing items for the "scissors" gangway framework have been made and we intend to fit the north end set before too long.

1145

Shop income has recovered from COVID struck, and the earlier repaint of 1145 still provides an impressive shop window. The railway side has been touched up thereby delaying the need to turn it for the moment. Before too long it will be need attention to the roof.

4786

This has been our main job and progress is good once the lockdowns were lifted.

We have teams working in parallel on the interior and exterior of the coach. The coach was remarkably complete so as a policy we are trying to keep as much of the original as possible.

Mechanical and Underframe Work

The battery boxes have had their shields fitted. These protect the boxes from any debris thrown up from the wheels. Most of the underframe and angle trussing has been cleaned and painted as has the compartment side solebar. All the steam heat piping has been installed.

The 16 new steam heat radiators have been installed in the compartments. The splitters have been fitted ready for the copper piping to be installed to each radiator.

The steam heat main pipe has been completed and the headstocks have been thoroughly cleaned and painted.

Bogies

No work has been done on the bogies. They will be overhauled at Kidderminster probably next year. It has 7ft light double bolster bogies with 'H' boxes rather than the usual 'G' boxes under 6045. The tyres have sufficient meat for one further turning. Profiles are OK. We are reserving money to pay for future retyring.

Main Bodywork

The body framework on the corridor side was completed before the first lockdown but due to the pandemic we had to wait until early 2021 for the coach to be turned.

Before turning work concentrated on the bottom side repairs on the compartment side as they are easier to carry out from ground level.

The north end framework was repaired with new panels and a new gangway bellows.

Since turning, the old south end framework has been repaired and new panels fitted ready for the installation of the corridor connection. This end contains the communication valve and brackets, and these will be installed shortly.

After repairing the corner post the lavatory framework was repaired and the compartment side as far as compartment 8.

Roof

On the compartment side half of the roof edge was cut back to expose the rotten cantrail. The first two roof edges at the north end have recently been replaced.

About 25 feet of cantrail will need to be renewed.

External Doors

The corridor side doors have had the new panels individually fitted with repaired hinges and cut outs for the locks.

The new panels were sent away for galvanising and are ready for fitting.

A jig was made to support each door whilst hanging and all eight were rehung.

The doors have all needed some small adjustments since hanging to ensure smooth operation. These include fitting the "V" plates and adjusting the profile to match the tumblehome. Unfortunately, when doors are left wet for long periods the lock side, in particular, can begin to straighten out. Luckily, this can be corrected.

The compartment side doors have all been opened and work has begun on 4 so far. These are 9, 14, 15 and 16.

9 and 16 have needed new stiles whereas 14 and 15 are reparable. So far 14 and 16 have been reassembled with just a few jobs outstanding.

A small team are progressing the fitting out of the inside of the doors. As 4786 is from 1926 the bottom panels on the inside were galvanised 16 swg sheets with removable bottom panels. These are being recreated but with a stainless-steel support bar instead of the mild steel one as originally fitted. New parts are being made for the blind bars and the garnish rails.

New droplights have already been made, painted, and varnished ready for final installation.

Seats

Our small team of seat rebuilders have completed all 16 seat backs and bases. Many needed new springs which have been fitted and strung together to keep their shape.

The seats have been fitted into position with support brackets on the corridor side and temporary supports on the external side.

The bases have all had their height increased to match the original design.

Corridor

The external wall has been scumbled in satinwood and mahogany and looks good. The bottom panels are now being worked on.

The internal wall has been completed scumbled and varnished. All the compartment sliding doors are complete and stored ready for fitting after the lino is installed.

The main outstanding job will be levelling the floor before the lino can be laid.

The window mouldings are ready to go in. We still need to fit corridor poles and fit the communication tubes.

Compartments

The compartment side panels and armrests are prepared ready for upholstery.

All the mahogany fittings have been made and stained and varnished.

The old ceiling panels have all been taken down and 2/3 have been replaced. When the inside of the roof was exposed the roof ash trays were renewed as were the pattresses for the roof ventilators. The ceiling framing was repaired and the wiring to all the ceiling lights replaced.

The ceiling pattresses have been renewed and painted up to final undercoat.

The final panels are ready to be fitted once the external framing is repaired.

Electrics

Graham Gardener has been rewiring the compartments and has completed all the cable runs.

The new regulator cupboard and distant switch are complete.

The charging sockets and the fuse boxes at the rear of the battery boxes have been wired.

New batteries will be ordered shortly before completion

Lavatories

Work has just restarted on the lavatory with fitting out of the external walls.

The supports for the toilet washbasins have been made as have the cavetto mouldings for the corners.

The new buffalo board floors for each toilet have been shaped and installed but further work is needed to connect the pipes and outlets.

New Fittings and Future Requirements

New large ceiling lighting parts are partially complete. They are needed for 2426 and 9581. New private locks are under way.

The compartment doors for 2426 have "Toplight" specific door closers and these have been made.

A new major item of expenditure is the need for new tyres for the "G" type wheelsets. Unfortunately, 6045's bogies wheels are on their last turning therefore during 2022 we will need to carry out further fund raiding to buy the tyres. Once they are available, we will work with the Mechanical team to release suitable wheelsets to be sent away for re-tyring.

2242

This was moved into Kidderminster works during the COVID crisis to allow us to install new flooring in the corridor, the compartments and the Guard's area.

This was completed between the 2 lockdowns.

We secured funds from the Charitable Trust to allow the roof to be painted and the water tank installed but we have been waiting for this to happen.

We will then seek to accommodate it at Bewdley whilst we complete the interior.

GW1 and GW2 Sets

7284 was completed in January and since then 1086 has received an interim repair with the roof painted and the lavatories repaired.

9055 and 7284 were operated behind the Saint 2999 from Didcot in the spring gala. They looked wonderful.

Work on 9615 is progressing well. It should be completed later in 2021.

The overhaul of 2119 has also commenced as the overspill job alongside 9615, however, this is on hold until 9615 is complete.

Financial Review

A very successful if unexpected year of fund raising in perhaps the most extraordinary circumstances of a pandemic we and others in our movement have ever faced before.

Our members provided wonderful support whilst our ability to continue working on our carriage restoration projects was severely curtailed by lockdowns and health and safety restrictions. We have achieved gross income of £98,693 and expenditure of £54,685, resulting in a net surplus of funds of £44,008 to add to our cash reserves which now stand at £186,355 at financial year end. This leaves the Association well placed to resume its carriage projects and support the forthcoming overhaul of our loco 9303.

A large proportion of our income this year is made up of donations and the latest gift aid recovery, giving a total of £58.5K plus a generous bequest of £30K from our late member/auditor, who sadly passed away in December 2019. The Trustees acknowledge with gratitude the generosity of our members, past and present, for their exceptional support in this most difficult of years.

Of particular note, is that our appeal for funds relating to our recent purchase of Hawksworth Brake Third 2242 raised £24,150 net of the gift aid which will be reclaimed in our next year.

The only other significant source of income is £7,697 from our supply of components to other carriage owners, although there are some related costs still to be met.

Our shop sales were much reduced at £1,530 and we had no income from ticket printing this year. Membership subscriptions yielded a small increase at £390, general miscellaneous £101 and bank interest £483. During the year we transferred additional carriage funds into our 31-day notice account and moved surplus loco fund monies to a new 3 year fixed rate bond, in both cases improving our investment returns.

Carriage restoration costs amount to £54,585, of which £43,660 is directly for contract work. This includes the mechanical overhauls of 6045 and 2242 by the SVR, asbestos removal from the floors in 2242 by a specialist contractor and further framework repairs on 4786. Additionally, there are costs for materials in connection with the above work as well as for casting and machining of fittings etc for both our own projects and for resale. We have also supplied items for SVR projects which gives us a credit to offset against future SVR contract work charges. Some additional tools and equipment have been added to improve productivity.

There is further expenditure of £100 being general expenses and AGM costs.

The Treasurer thanks Trevor Lowe for auditing the accounts.

Proposals for the next year

6045 Launch Train

This is taking place tomorrow (17th October 2021).

About 100 of our members and friends will enjoy this event.

Objectives for next year

Let us look forward to 2021/22 working on the following. Note we hope to be working on 2242 and 4786 in parallel:

- **On 4786 complete the repairs to the compartment side and finish the interior.**
- **2242 to be worked on alongside 4786 with finishing in 2022**
- **Providing we can arrange access to workshop space, renew the gutters on 1145 and paint the roof.**
- **Progress frame repairs to south end of 2426 when 4786 frame repairs are complete.**

Trustees and Governance

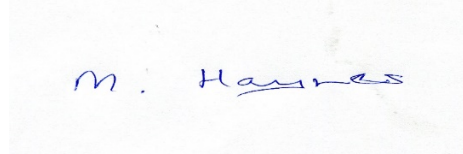
We are hopeful that one or two new trustees will join us shortly.

To continue our approach to sound governance policies have been adopted on

- Risk Management
- Investment
- Conflicts of Interest
- Volunteer Management
- Handling Complaints
- Financial Controls

These are now available on our website.

Signed on behalf of the Charity's Trustees

A photograph of a handwritten signature in blue ink on a white background. The signature reads "M. Haynes".



CHARITY COMMISSION
FOR ENGLAND AND WALES

THE GREAT WESTERN (SVR) ASSOCIATION

1078718

Receipts and payments accounts


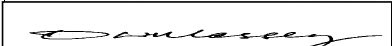
CC16a

For the period from	Period start date 01/04/2020	To	Period end date 31/03/2021
---------------------	---------------------------------	----	-------------------------------

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
GENERAL	6,473	-	-	6,473	13,600
	-	-	-	-	-
LOCOMOTIVE	-	1,422	-	1,422	2,212
	-	-	-	-	-
CARRIAGE	-	90,798	-	90,798	48,933
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	6,473	92,220	-	98,693	64,745
A2 Asset and investment sales, (see table).					
	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	6,473	92,220	-	98,693	64,745
A3 Payments					
SUNDRIES/AGM	100	-	-	100	202
	-	-	-	-	-
CARRIAGE RESTORATION	-	54,585	-	54,585	46,897
	-	-	-	-	-
SPECIAL TRAIN HIRE	-	-	-	-	1,025
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total	100	54,585	-	54,685	48,124
A4 Asset and investment purchases, (see table)					
CARRIAGE PURCHASE & MOVEMENT	-	-	-	-	26,500
	-	-	-	-	-
Sub total	-	-	-	-	26,500
Total payments	100	54,585	-	54,685	74,624
Net of receipts/(payments)	6,373	37,635	-	44,008	- 9,879
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	5,768	136,579	-	142,347	152,225
Cash funds this year end	12,141	174,214	-	186,355	142,346

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	HSBC BANK	12,141	6,604	-
	CAF BANK	-	83,968	-
	CAMBRIDGE & COUNTIES BANK	-	83,642	-
	Total cash funds	12,141	174,214	-
	(agree balances with receipts and payments account(s))	OK	OK	OK
B2 Other monetary assets	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
B3 Investment assets	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	SVR (HOLDINGS) PLC SHARES	GENERAL	-	-
			-	-
			-	-
			-	-
B4 Assets retained for the charity's own use	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	LOCOMOTIVE 7325/9303	LOCOMOTIVE	-	-
	LOCOMOTIVE SPARES	LOCOMOTIVE	-	-
	CARRIAGES (18)	CARRIAGE	-	-
	CARRIAGE SPARES	CARRIAGE	-	-
	WAGONS (1)	CARRIAGE	-	-
			-	-
			-	-
B5 Liabilities	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
			-	
			-	
			-	
			-	
Signed by one or two trustees on behalf of all the trustees	Signature	Print Name	Date of approval	
		M. HAYNES	16/10/2021	
		D,W, MASSEY		

29 Nicholds Close
Coseley
West Midlands
WV14 9JS

07 September 2021

Dave Massey
Treasurer, GW(SVR)A

AUDIT OF GW(SVR)A 2020/21 ACCOUNTS

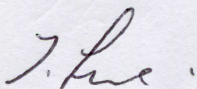
Audited accounts herewith.

The financial records have been kept in good order and are presented in a readily understandable form.

1. I note that all expenditure items during the year were appropriate for the aims of the Association.
2. The cash reserves of the Association increased during the year. Based on the current level of activity, the Association is well funded to continue.

The financial records were well documented and my pleasure to audit.

Regards,



TC Lowe BA, ACMA

Cc Mick Haynes, Chairman GW(SVR)A