

## **Great Western (SVR) Association**

Period from 1<sup>st</sup> April 2020 to the 31<sup>st</sup> March 2021

**Charity Number 1078718**

## **2021 Trustees Annual Report to the 48<sup>th</sup> A.G.M. of the Great Western (SVR) Association. on 16<sup>th</sup> 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 17<sup>th</sup> 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 (17<sup>th</sup> 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**

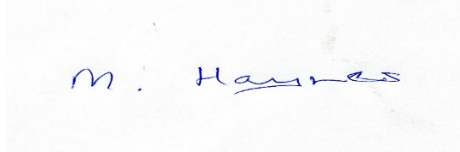
We are hopeful that one or two new trustees will join us shortly.

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**





CHARITY COMMISSION  
FOR ENGLAND AND WALES

THE GREAT WESTERN (SVR) ASSOCIATION

1078718

## Receipts and payments accounts

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For the period  
from

Period start date  
01/04/2020


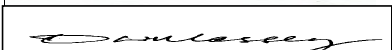
To

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

## 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 £
<b>B1 Cash funds</b>	HSBC BANK	12,141	6,604	-
	CAF BANK	-	83,968	-
	CAMBRIDGE & COUNTIES BANK	-	83,642	-
	<b>Total cash funds</b>	<b>12,141</b>	<b>174,214</b>	<b>-</b>
	(agree balances with receipts and payments account(s))	OK	OK	OK
		Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
<b>B2 Other monetary assets</b>	Details	-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
		-	-	-
<b>B3 Investment assets</b>	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	SVR (HOLDINGS) PLC SHARES	GENERAL	-	-
			-	-
			-	-
			-	-
			-	-
<b>B4 Assets retained for the charity's own use</b>	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	-	-
			-	-
			-	-
			-	-
			-	-
<b>B5 Liabilities</b>	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**

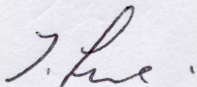
Audited accounts herewith.

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