

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 3/4 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 bogies wheels are on their last turning therefore during 2023 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-tying.

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 bolero sections. 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

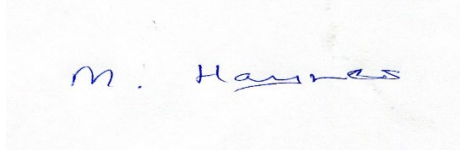
Two new trustees have joined us in 2022 – welcome to Brian Lowe and Dave Smith.

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 | Restricted funds | Endowment funds | Total funds | Last year |
|--|-----------------------|---------------------|--------------------|------------------|------------------|
| | to the nearest £ | to the nearest £ | to the nearest £ | to the nearest £ | 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 |

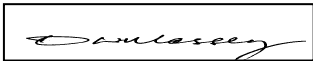

| | Details | Unrestricted funds to nearest £ | Restricted funds to nearest £ | Endowment funds to nearest £ |
|--------------------------|---------|------------------------------------|----------------------------------|---------------------------------|
| B2 Other monetary assets | | - | - | - |
|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

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

| | 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 (1) | CARRIAGE | - | - |
| | | | - | - |
| | | | - | - |
| | | | - | - |

| | 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 |
|---|------------|------------------|
|  | 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