

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/repaired 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 pattern 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.

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 bolero sections. 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



M. Haynes Chairman, 21st October 2023



CHARITY COMMISSION
FOR ENGLAND AND WALES

The Great Western (SVR) Association 1078716

Receipts and payments accounts

CC16a

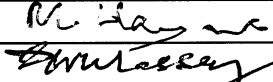
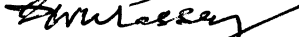
For the period from	Period start date 01/04/22	To	Period end date 31/03/23
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Section A Receipts and payments

	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	Agreement Error	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	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 D.W. MASSEY	21/10/23 24/10/23

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