

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

Period from 1<sup>st</sup> April 2023 to the 31<sup>st</sup> March 2024

**Charity Number 1078718**

## **2024 Trustees Annual Report to the 51<sup>st</sup> Annual General Meeting of the Great Western (SVR) Association on**

**19<sup>th</sup> 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 boleroctions.  
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 31<sup>st</sup> 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.**

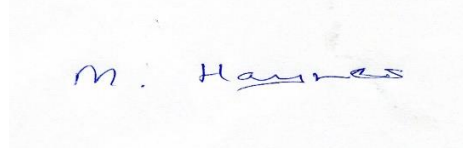
### **Trustees and Governance**

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**



**M. Haynes Chairman, 19th October 2024**



CHARITY COMMISSION  
FOR ENGLAND AND WALES

Charity Name  
THE GREAT WESTERN (SVR) ASSOCIATION

No (if any)

## Receipts and payments accounts

CC16a

For the period from	Period start date 01/04/23	To	Period end date 31/03/24
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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 £
<b>A1 Receipts</b>					
GENERAL	10,422	-	-	10,422	13,089
	-	-	-	-	-
LOCOMOTIVE	-	3,257	-	3,257	3,362
CARRIAGE	-	39,123	-	39,123	50,681
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
<b>Sub total</b> (Gross income for AR)	10,422	42,380	-	52,802	67,132
<b>A2 Asset and investment sales, (see table).</b>					
	-	-	-	-	-
	-	-	-	-	-
<b>Sub total</b>	-	-	-	-	-
<b>Total receipts</b>	10,422	42,380	-	52,802	67,132
<b>A3 Payments</b>					
SUNDRIES/AGM	248	-	-	248	263
	-	-	-	-	-
CARRIAGE RESTORATION	-	50,045	-	50,045	58,775
CARRIAGE ITEMS FOR RE-SALE	-	-	-	-	7,811
	-	24	-	24	-
LOCO RESTORATION	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
<b>Sub total</b>	248	50,069	-	50,317	66,849
<b>A4 Asset and investment purchases, (see table)</b>					
STOCK PURCHASE	-	200	-	200	-
	-	-	-	-	-
<b>Sub total</b>	-	200	-	200	-
<b>Total payments</b>	248	50,269	-	50,517	66,849
<b>Net of receipts/(payments)</b>	10,174	7,889	-	2,285	283
<b>A5 Transfers between funds</b>	-	-	-	-	-
<b>A6 Cash funds last year end</b>	33,792	183,920	-	217,712	217,429
<b>Cash funds this year end</b>	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	-
	<b>Total cash funds</b>	<b>43,966</b>	<b>176,031</b>	<b>-</b>
	(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	GENERAL	-	-
SVR (HOLDINGS) PLC SHARES		-	-
		-	-
		-	-
		-	-
		-	-

Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	LOCOMOTIVE	-	-
LOCOMOTIVE 7325/9303	LOCOMOTIVE	-	-
LOCOMOTIVE SPARES	CARRIAGE	-	-
CARRIAGES (18)	CARRIAGE	-	-
CARRIAGE SPARES	CARRIAGE	-	-
WAGONS/ENGINEERS VEHICLES	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
<i>D. W. Massey</i>	M. HAXNE S	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