



A wonderful way to spend a day!



Photo by Duncan Ballard

Autumn Steam Gala

September 23rd – 25th 2011

sponsored by

MORRIS
LUBRICANTS

Welcome...



From all of us here at the Seven Valley Railway a big welcome to our Autumn Steam Gala.

You will find the timetable for this event is printed in the centre of this brochure. We hope that you enjoy the weekend with us and, to help you plan your day, we list below some of the key features of the event.

Continuous operation

From Friday morning to Sunday evening, with night time operation on Friday and Saturday nights.

Live Steam Narrow Gauge Railway – Highley

A 2' gauge live steam railway will operate throughout the weekend at Highley station. Featuring the locomotive 'Britomart', why not stop off and meet this great little engine and maybe take a ride along the short section of track in the station area.

Railway Book Publishers' Event – The Engine House

For the first time we bring together a number of leading railway and transport book publishers who will have sales stands at the Visitor Centre. Some publishers will have their authors present at various times throughout the weekend. They will be happy to sign copies of any publications that you may wish to purchase. Publishers already confirmed include:

Ian Allan Ltd, History Press, Kingfisher Publishing, Middleton Press, Pen & Sword, Silver Link Publishing (Nostalgia Books)

Freight trains

A demonstration freight train operates on all three days. Timings for these trains are shown in italics within the passenger timetable.

Sales Support Stands

Many of our locomotives have supporting fund raising sales stands. These typically sell second hand books, model railway equipment and railwayana of all types. During the Autumn Gala you will be able to visit these sales stands as follows:

Kidderminster

Ex LMS No. 42968 Stanier Mogul Sales Stand

Ex GWR No. 813 Sales Stand

The Friends of Hagley Hall

82045 Locomotive Trust

Bewdley

Erlestoke Manor Fund

Bridgnorth

82045 Locomotive Trust – View progress to date.

Fancy a bite to eat?

On Train

Most of our trains, excluding dining services, provide a trolley service selling hot and cold drinks and light snacks.



Walk on breakfast service £10.00 per person

From Bridgnorth 07.25 on Saturday & Sunday

From Kidderminster 09.50 on Saturday & Sunday

Please note that seats on this service are allocated on a first come, first served basis.

Kidderminster

The *King & Castle* – Popular with our 'locals' which tells you something!

Serves a range of cask ales and hearty hot and cold meals.

The *Valley Suite* – Our comfortable licensed restaurant close to the station platforms. Good food and drink available to eat in or take away. Arrive early as it's a great place for breakfast at the start of your day.

Bewdley

The *Station Refreshment Room* – Serves hot and cold meals, snacks and beverages to eat in or take away.



Arley, Highley & Hampton Loade

Station Kiosks offer a limited range of hot and cold food and drinks.

Highley – The Engine House

Just a short easy walk from the station, *Buffers Café Restaurant* is a great place for a light bite or a full meal. Chef's 'specials' available daily from 12 noon. Great views across the Severn Valley. Fully licensed.



Bridgnorth

The *Railwayman's Arms* – Right on the platform and full of atmosphere, a great place to meet for a glass or two from a selection of real ales. Also serves a range of pub snacks.

The *Station Buffet* – Serves hot and cold meals, snacks and beverages to eat in or take away.



Beer Tent – Bewdley

A beer tent will be in operation at Bewdley at follows:

Friday & Saturday – 11.30 - 21.00

Sunday – 11.30 - 18.00

Facility Opening Times

Facilities along the line are open during the Autumn Steam Gala as follows:

	Friday	Saturday	Sunday
Kidderminster			
The Valley Suite	08.00 – 22.00	07.00 – 22.00	07.00 – 20.00
King & Castle	11.00 – 23.00	11.00 – 23.00	12.00 – 22.30
Gift shop	09.00 – 18.30	09.00 – 18.30	09.00 – 18.00
Bewdley			
Bewdley Buffet	08.00 – 20.00	08.00 – 20.00	08.00 – 18.00
Highley			
The Engine House (inc. gift shop & restaurant)	09.30 – 18.00	09.30 – 18.00	09.30 – 17.30
Bridgnorth			
Station Buffet	06.00 – 18.00	06.00 – 18.00	06.00 – 18.00
The Railwayman's Arms	11.30 – 23.00	11.00 – 23.00	12.00 – 22.30
Gift shop	09.00 – 18.30	09.00 – 18.30	09.00 – 18.00

Travel behind 'Tornado' in one of our observation saloons

The saloon will be positioned at the rear of the train when it departs from Kidderminster providing great views of the Severn Valley, and the other trains, as it makes its way to Bridgnorth.

Leaving Bridgnorth the saloon will be positioned next to 'Tornado' providing superb views of the locomotive, not usually available, as it travels to Kidderminster.

The observation saloon kitchen will be serving bacon & egg butties, fruit juice and unlimited tea and coffee together with a bottle of souvenir beer to drink on board or take away. Vegetarian options will also be available.

A supplement is payable for each single journey booked. This includes the food described and

travel in the saloon as follows:

Kidderminster to Bridgnorth – £12.50 (views of the Severn Valley)

Bridgnorth to Kidderminster – £15.00 (views of 'Tornado' in action)

These supplements are in addition to the special fare applicable on the day. Seats are strictly limited – first come first served. Please see the timetable for 'Tornado' departure times from Kidderminster and Bridgnorth. This service is available on trains marked 'S'. Please note that it is NOT possible to leave the saloon at intermediate stations.



Southbound Passenger Trains

Friday

Bridgnorth	d	0922	1005	1032	1142	1225	S	1402	1445	1512	1622	1705	1732	1842	1952	2130	2217	2307	2327							
Hampton Loada	a	0939	1022	1049	1159	1242	S	1419	1502	1529	1639	1722	1749	1859	2009	2147	2234	2344								
	d	0944	—	1064	1204	—	S	1424	—	1534	1644	—	1754	1904	2014	2151	2241	2325	2346							
Highley	a	0952	1102	1212	1322	1432	S	1432	1546	1656	1766	1806	1916	2022	2159	2249	2354									
	d	0956	1106	1216	1326	1436	S	1436	1554	1666	1776	1814	1924	2032	2203	2253	2337	2356								
Arley	a	1004	1114	1224	1334	1444	S	1444	1535	1612	1645	1722	1832	1942	2045	2216	2305	2350	0009							
	d	1022	1055	1132	1205	1242	S	1242	1328	1405	1438	1515	1548	1625	1658	1735	1845	1955	2058	2229	2318	0014	0022			
Bewdley	a	1035	1108	1145	1218	1255	S	1255	1331	1410	1441	1520	1551	1630	1701	1712	1740	1850	1932	2001	2104	2232	2339	—	0026	
	d	1040	1111	1150	1221	1300	S	1300	1342	1421	1442	1531	1602	1641	1712	1723	1751	1901	1946	2012	2115	2243	2350	—	0037	
Kidderminster	a	1051	1122	1201	1232	1311	S	1311																		

Saturday

Bridgnorth	d	0120	0310	0510	0558	0725	S	0827	0922	1005	1032	1142	1225	1252	1402	1445	1512	1622	1705	1732	1842	1952	2130	2217	2307	2327			
Hampton Loada	a	0137	0327	0527	0742	0742	S	0839	0922	1049	1054	1159	1242	1309	1419	1502	1529	1639	1722	1749	1859	2009	2147	2234	2344				
	d	0140	0330	0530	0749	0749	S	0846	0944	—	1054	1204	—	1314	1424	—	1534	1644	—	1754	1904	2014	2151	2241	2325	2346			
Highley	a	0148	0338	0538	0757	0757	S	0852	—	1102	1102	1212	1322	1432	1432	1542	1652	1802	1802	1912	2022	2159	2249	2354					
	d	0152	0342	0542	0801	0801	S	0858	0956	1106	1106	1216	1326	1436	1436	1546	1656	1806	1806	1916	2032	2203	2253	2337	2356				
Arley	a	0200	0350	0550	0629	0809	S	1004	1004	1114	1114	1224	1334	1444	1444	1554	1704	1814	1814	1924	2040	2211	2301	0004					
	d	0205	0355	0555	0635	0812	S	0910	1022	1055	1132	1205	1242	1315	1352	1425	1502	1535	1612	1645	1722	1832	1942	2045	2216	2305	2350	0009	
Bewdley	a	0218	0408	0608	0648	0825	S	0930	1035	1108	1145	1218	1255	1328	1405	1438	1515	1548	1625	1658	1735	1845	1955	2058	2229	2318	0014	0022	
	d	0222	0412	0612	0701	0831	0851	1040	1111	1150	1221	1300	1331	1410	1441	1520	1551	1630	1701	1712	1740	1850	1932	2001	2104	2232	2339	—	0026
Kidderminster	a	0233	0423	0623	0712	0842	0902	1051	1122	1201	1232	1311	1342	1421	1442	1531	1602	1641	1712	1723	1751	1901	1946	2012	2115	2243	2350	—	0037

Sunday

Bridgnorth	d	0120	0310	0510	0558	0725	S	0827	0922	1005	1032	1142	1225	1252	1402	1402	1512	1622	1732										
Hampton Loada	a	0137	0327	0527	0742	0742	S	0839	0922	1049	1054	1159	1242	1309	1419	1419	1529	1639	1722	1749	1859	2009	2147	2234	2344				
	d	0140	0330	0530	0749	0749	S	0846	0944	—	1054	1204	—	1314	1424	—	1534	1644	—	1754	1904	2014	2151	2241	2325	2346			
Highley	a	0148	0338	0538	0757	0757	S	0852	—	1102	1102	1212	1322	1432	1432	1542	1652	1802	1802	1912	2022	2159	2249	2354					
	d	0152	0342	0542	0801	0801	S	0858	0956	1106	1106	1216	1326	1436	1436	1546	1656	1806	1806	1916	2032	2203	2253	2337	2356				
Arley	a	0200	0350	0550	0629	0809	S	1004	1004	1114	1114	1224	1334	1444	1444	1554	1704	1814	1814	1924	2040	2211	2301	0004					
	d	0205	0355	0555	0635	0812	S	0910	1022	1055	1132	1205	1242	1315	1352	1425	1502	1535	1612	1645	1722	1832	1942	2045	2216	2305	2350	0009	
Bewdley	a	0218	0408	0608	0648	0825	S	0930	1035	1108	1145	1218	1255	1328	1405	1438	1515	1548	1625	1658	1735	1845	1955	2058	2229	2318	0014	0022	
	d	0222	0412	0612	0701	0831	0851	1040	1111	1150	1221	1300	1331	1410	1441	1520	1551	1630	1701	1712	1740	1850	1932	2001	2104	2232	2339	—	0026
Kidderminster	a	0233	0423	0623	0712	0842	0902	1051	1122	1201	1232	1311	1342	1421	1442	1531	1602	1641	1712	1723	1751	1901	1946	2012	2115	2243	2350	—	0037

Times shown in italics denote good trains which are not for passenger use.

'S' denotes observation saloon attached to 'Tornado'.

Timetable



Caledonian Railway
'812 Class' 0-6-0 No. 828



British Railways
9F 2-10-0 No. 92212

Northbound Passenger Trains

Friday

Kidderminster	d	0840	0919	0950	1029	1100	1139	1210	1249	1320	1359	1430	1509	1540	1619	1650	1800	1815	1910	2010	2044	2140	2151	2325	
Bewdley	a	0851	0930	1001	1040	1111	1150	1221	1300	1331	1410	1441	1520	1551	1630	1701	1811	1826	1921	2021	2151	2202	2336		
	d	0855	—	1005	1037	—	1115	1147	—	1225	1257	—	1335	1407	—	1445	1517	—	1555	1627	—	1705	—	2339	
Arley	a	0908	1018	1050	1128	1200	1238	1310	1348	1420	1458	1530	1608	1640	1718	1828	1938	2038	2209	2352					
	d	0912	1027	—	1137	—	1247	—	1357	—	1507	—	1617	—	1727	—	1837	1947	2045	2120	2216	0009			
Highley	a	0920	1035	—	1145	—	1255	—	1405	—	1515	—	1625	—	1735	—	1845	1955	2053	2224	0017				
	d	0929	1039	0809	1149	1259	1409	1519	1629	1739	1849	1959	2057	2135	2228	0020	1747	1857	2007	2105	2236	0028			
Hampton Loada	a	0937	1047	—	1157	—	1307	—	1417	—	1527	—	1637	—	1747	—	1857	2007	2105	2236	0028				
	d	0944	1054	—	1204	—	1314	—	1424	—	1534	—	1644	—	1754	—	1864	1974	2084	2109	2150	2241	0032		
Bridgnorth	a	1001	1111	—	1221	—	1331	—	1441	—	1551	—	1661	—	1771	—	1881	1991	2101	2211	2258	0049			

Saturday

Kidderminster	d	0130	0320	0520	0650	0738	0749	0840	0919	0950	1029	1100	1139	1210	1249	1320	1359	1430	1509	1540	1619	1650	1800	1815	1910	2010	2044	2140	2151	2325	
Bewdley	a	0141	0331	0531	0701	0749	0800	0851	0930	1001	1040	1111	1150	1221	1300	1331	1410	1441	1520	1551	1630	1701	1811	1826	1921	2021	2151	2202	2336		
	d	0145	0335	0535	0610	0707	0754	—	0855	—	1005	1037	—	1115	1147	—	1225	1257	—	1335	1407	—	1445	1517	—	1555	1627	—	1705	—	2339
Arley	a	0158	0348	0548	0720	0807	0908	1018	1050	1128	1200	1238	1310	1348	1420	1458	1530	1608	1640	1718	1828	1938	2038	2209	2352						
	d	0205	0355	0553	0630	0724	0812	0912	1027	1137	—	1247	—	1357	—	1507	—	1617	—	1727	—	1837	1947	2045	2120	2216	0009				
Highley	a	0213	0403	0601	0732	0820	0920	1035	1145	1255	1405	1515	1625	1735	1845	1955	2053	2224	0017												
	d	0217	0407	0603</																											

Visiting Locomotives

Caledonian Railway '812 Class' 0-6-0 No. 828

A REAL coup for the SVR this – the magnificent Caledonian Railway '812 Class' 0-6-0 No. 828 makes the 450-mile journey by low loader from Aviemore for what is not only its first working appearances south of the border, but also the first time the locomotive has steamed in anger anywhere outside the confines of the Strathspey Railway.

Elegantly attired in the distinctive 'Caledonian blue' livery with black and white lining, No. 828 was restored for only the second time in preservation at the Strathspey Railway in July last year, following a £220,000 overhaul which involved the rolling of a brand new boiler barrel. The boiler work was undertaken as a contract by Riley & Son at Bury.

On its return to passenger duties at the Strathspey Railway, the engine acquitted itself convincingly, running no fewer than 6,500 miles during the second half of 2010.

'New-build' Peppercorn A1 'Pacific' No. 60163 Tornado

YOU can't have too much of a good thing – and thus we're thrilled to welcome back 'new-build' Peppercorn A1 'Pacific' No. 60163 Tornado, for its second tour of duty on the SVR.

This £3 million masterpiece built at the A1 Steam Locomotive Trust's Darlington works between 1990 and 2008 first visited the SVR in October and November 2009 – and was a knockout with audiences. Wherever it stopped, crowds gathered to study the first main line express steam locomotive to be built in Britain since Evening Star in 1960.

The A1 was to have been our principal celebrity guest at this year's Spring Steam Gala – but firebox problems encountered during main line charter running last year led to the boiler being returned to Meiningen Works in Germany in January, and it was April before Tornado's repaired boiler was refitted.

Visually, the A1 is different to the engine we first embraced almost two years ago. Then it had a fluted

GWR 'Large Prairie' tank 2-6-2 No. 4160

We're hugely grateful to Paul Johnson and the boys of West Somerset loco owning group 4160 Ltd, and also WSR Loco Dept for releasing at short notice their 'Large Prairie' tank for the SVR Autumn Gala, in place of the unavailable 5029 Nunney Castle.

Though No. 4160 is a first time visitor to the SVR, the workmanlike '5100' Class 2-6-2Ts played a key role in working local passenger trains between Worcester,

As BR No. 57566 allocated to Ardrossan shed (67D) on the North Ayrshire coast, the St. Rollox (1899) built engine was one of the last working Caledonian Railway locomotives, and it was largely this which persuaded the Scottish Locomotive Preservation Trust Fund to make a rescue bid, buying the engine upon withdrawal by BR in August 1963 for its scrap value of £900.

In 1966 the locomotive returned to St. Rollox Works for cosmetic overhaul and then spent 14 years on display at Glasgow Transport Museum, before going to the Strathspey Railway in October 1980.

Ultimately restored and steamed 12 years later on May 15th 1993, it has become the Speyside line's 'flagship' engine. During the Spring of 2001 it made a brief but very welcome appearance again in BR black as No. 57566.

chimney and wore LNER apple green livery, with the legend 'British Railways' emblazoned across its tender; now it has the fully lipped chimney and wears the lined BR Brunswick Green livery which many remember from the 1950s and early 1960s.

During more than 40,000 miles of running, the three-cylinder A1 has hauled the Royal Train, run to or from all the principal London termini including Kings Cross, Liverpool Street, Euston, Waterloo, Victoria and Paddington, set a new record for the ascent of Shap and flattened Ais Gill, Whiteball and the South Devon summits of Hemerdon, Rattery and Dainton, crossed the Forth Bridge, starred in a famous 'race' against a Jaguar XK120 and Vincent Black's Shadow motor cycle on BBC Television's 'Top Gear'.

Kidderminster and Birmingham until the run down of steam in the mid-1960s, with Stourbridge shed having an allocation of nearly two dozen of these engines, while Kidderminster shed was 'home' to a further four – latterly Nos. 4114, 4153, 4175 and 5110.

The class is something of unsung success story for the GWR. Churchward's '3100' series non-superheated 'Prairies' first rolled out of Swindon's 'A' Shop in 1903,



and 45 years later, the superheated '4100' series were still being delivered to the nationalised British Railways.

No. 4160 was one of the last batch of 20 to be built, being 'new' from Swindon in September 1948, and spending most of its short-lived main line career in South Wales, working local passenger and goods turns from Barry, Merthyr, Rhymney and Cardiff.

The engine's final duties before withdrawal in June 1965 included banking trains through the Severn Tunnel, and working the car ferry service from Severn Tunnel Junction to Pilning.

After nine years in Dai Woodham's Barry scrapyard, 4160 was rescued (along with 0-6-2T 'Taffy' tank No.5637) by Pat Whitehouse in August 1974 for Birmingham Railway Museum, but in 1981, acknowledging a surfeit of restoration projects, Tyseley sold on the two locomotives,

GWR 'King' 4-6-0 No. 6024 King Edward I

AS many already know, the maiden visit to the SVR of 'new blue King' No. 6023 King Edward II was postponed last month as the result of a lubrication pipe failure during the locomotive's 'running in' stint at the Mid-Norfolk Railway.

Although we can't bring you 'the blue 'King', we're delighted to say we've got a pretty nice green one in its place! With thanks to owner Jeremy Hosking and the boys of the 6024 Preservation Society, we welcome back 6024 King Edward I – an old friend which has made many appearances here over the years.

No. 6024's last visit was in 2008, when it famously hauled the Royal Train taking HRH The Prince of Wales and the Duchess of Cornwall from Kidderminster to Bridgnorth on June 10, celebrating the reopening of the line following the devastating flood damage of June 2007.

It was not only the first time the Royal Train had run on

British Railways 9F 2-10-0 No. 92212

RIDDLES 9F 2-10-0 No. 92212 has been on the SVR since early June, arriving from the Mid-Hants Railway to help alleviate a seasonal locomotive shortage and to deputise for our own 'Flying Pig' No. 43106, which was loaned in August to the North Norfolk Railway.

One of the last 9Fs to be built (at Swindon in 1959) and now one of nine survivors from a class originally numbering 251 engines, it was initially allocated to Banbury for working iron ore trains from Oxfordshire to the South Wales steelworks, but then became one of four 9Fs reallocated to the Somerset & Dorset line to work passenger trains during the summer of 1961.

After a stint at Tyseley (1962-1966), No. 92212 ended its ridiculously short main line career of just nine years at Carnforth, from where it was withdrawn in January 1968, and was despatched to Dai Woodham's Barry scrapyard for cutting nine months later.

still largely in ex-scrapyard condition.

No. 4160 was secured for the princely sum of £10,000 by 4160 Ltd, initially for the formative Plym Valley Railway, but moved with the group to the West Somerset Railway in 1990, the engine being restored (jointly by 4160 Ltd and the humorously named Iffy Rivet Co!) and re-steamed in August 1993.

Since then No. 4160 has been an exceptionally reliable engine, and has 'toured' to the Bodmin & Wenford, South Devon, Mid Hants, Gloucestershire Warwickshire and Llangollen Railways.

the SVR, but also the first time it had been steam-hauled on any 'heritage' railway. Prince Charles footplated No. 6024 between Bewdley and Arley.

'KE1' broke new ground on June 9th 2007, when it ran for the first time with a 7,100-gallon water carrier built to reduce dependency on water stops when running main line, and to increase the engine's operating range by up to 300 miles.

After a much publicised 2010 court battle, costing over £500,000, the Society was left with no option but to sell 'KE1'. However, new owner Jeremy Hosking has allowed the Society to continue its role of maintaining the engine and providing manpower support for main line workings.

Salvation came in 1979 when it was bought by the 92212 Holdings consortium and moved to the Great Central Railway, where it eventually returned to steam in 1996.

Now owned by Jeremy Hosking, 92212 underwent a second major overhaul at Ropley, completed in September 2009, since when it has become a very popular machine with Mid Hants crews, and is said to be free-steaming, and easy to drive and fire.

Many observers are surprised to learn that this is actually No. 92212's second visit to the Severn Valley; it was also here for a period in 2001. The locomotive is due to return to the Watercress Line immediately after the Autumn Steam Gala.



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Cliff Railway - Bridgnorth

Bridgnorth Cliff railway is the oldest and steepest inland funicular railway in England and affords one of the finest views of Shropshire from its cars.

Since 1892 this remarkable railway has transported the people of Bridgnorth up and down the 111ft sandstone cliff that separates the two parts of the town. The railway operates twin cars on separate parallel tracks, connected by strong cables. The cars counterbalance each other so that when one is at the top of the incline the other is at the bottom. At least 150 trips are made by the cars every day.

Your day Autumn Gala ticket includes unlimited travel on the cliff railway.



Visiting Locomotives

Disclaimer

Whilst every effort will be made to maintain services, the Severn Valley Railway does not guarantee that trains will depart or arrive at the times stated and reserves the right to alter or suspend any train service without notice. No liability for any loss, inconvenience or delay can be accepted.

For operational reasons it may be necessary to substitute locomotives scheduled in our timetable.



The Railway Station, Bewdley, Worcestershire, DY12 1BG • Telephone: 01299 403816

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