Diesel Footplate Experience
Realise a lifelong ambition

There is nothing quite like the sight and sound of a diesel locomotive in full cry! Choose your locomotive and experience the power and surge of adrenaline as you take the controls of your favourite engine hauling a six coach train on our full day Experience.

In 2019, choose from Class 33, 37, 40, 42, 50, 52 & 55. Plus some very special Experiences with a GBRf Class 66!

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Visit svr.co.uk/drive-a-train
or email footplate@svrlive.com
Tel: 01562 757900

KIDDERMINSTER • BEWDLEY • BRIDGNORTH
Welcome

WELCOME to our Autumn Diesel Gala, here on the Severn Valley Railway. Since we reintroduced our May Spring Diesel Festival back in 2016, it has become a firm favourite on the diesel enthusiasts’ calendar. We attempt to bring in ‘something for everyone’, but our home fleet only plays a supporting role, alongside the visiting heritage and modern traction.

In October 2018, we marked 50 years of the Class 50 locomotives by staging a spectacular Class 50 Golden Jubilee Gala which featured 11 of these iconic locomotives. The response to this event really bowled us over, with over 3600 people attending.

Due to the success of that event last year, and the growing numbers of passengers we have seen travelling here when our resident diesel locomotives are in use, we decided it was time to reintroduce the Autumn Diesel Gala in order to showcase our home fleet, plus the locomotives we have here on long term loan.

We have secured one visitor, unique ‘Clayton Type 1’ No. D8568, and can therefore offer an impressive range of Classes 09 / 14 / 17 / 33 / 37 / 40 / 42 / 50 / 52 for your enjoyment over the four days of the event. The return to traffic of No. D1015 Western Champion in BR Blue livery and the first runs of No. 50033 Glorious, following its repaint into the popular ‘large logo’ livery, are sure to be highlights for many visitors.

We are most grateful to the SVR resident diesel groups and the owners of 33108, 37688 and 40106 for their support in providing such a wonderful range of locomotives for your enjoyment. We are also very grateful to Rail Express and The Railway Magazine, for producing this event brochure for us once more.

Thanks again for supporting the Severn Valley Railway and our Diesel Department volunteers, who have worked extremely hard to put on what promises to be another spectacular event. Our Spring Diesel Festival will return in 2020, so keep May 14-17 free, as we will hope to see you again then!

Jonathan Dunster chairman, Diesel Committee Severn Valley Railway

The Railway Magazine and Rail Express are delighted to be media partners for another Severn Valley Railway diesel gala.

Over the years, the gala has grown significantly in stature and is now the premier diesel event on the enthusiasts’ calendar. As you will see from this guide, this autumn’s gala has a veritable selection of traction to cover most tastes, while on page 19 are details of a rare opportunity to bid for one of several nameplates or nose crests from a Virgin ‘Pendolino’. Money raised will be donated to the SVR and the Kidderminster Railway Museum where the nameplates are on display.

Enjoy the gala.

Paul Bickerdyke editor, Railway Express Chris Milner editor, The Railway Magazine

Behind the scenes
Our award-winning diesel depot at Kidderminster will be open on all four days for guided tours. Spaces are limited and these must be pre-booked in advance.

Diesels on a smaller scale
Join the Coalyard Miniature Railway at Kidderminster for a ride on a number of small, but mighty, miniature scale diesel outline locomotives (additional charge applies).

Real ale
Be sure to sample our tasty selection of real ales in the award winning King & Castle at Bridgnorth. The perfect way to end your day!

Sunday, October 6
Make a weekend of it! The action continues on Sunday with a selection of visiting diesels in action (normal fares apply).

‘Pendolino’ nameplates
Visit The Engine House museum at Highley to see a magnificent display of original nameplates.

Programme of Events

Sales stands
Most of the locomotives in use during the gala have supporting groups who promote and raise funds towards their continued operation, be sure to visit them at Kidderminster, Bewdley and Bridgnorth to have a browse!

Alcohol consumption
Alcohol consumption that causes inappropriate behaviour on our trains or at our stations will not be tolerated during the festival. Security staff will be present on services and any passenger deemed intoxicated will be required to leave the railway.

Our neighbours
We ask all our visitors to avoid excessive noise, particularly after 8pm, and to respect the privacy of our neighbours at stations and along the line. Please do not trespass on land where there is no clear right of way signposted.

High visibility clothing
In order to respect the preferences of photographers, high visibility clothing must NOT be worn on station platforms or in other public places.
### Class 09 No. 09107

*With thanks to Severn Valley Railway (H) PLC*

- **Power Type**: Diesel-electric
- **Builder**: Horwich Works, 1961
- **Weight (t)**: 49
- **Engine**: English Electric 6KT
- **Horsepower (hp)**: 350
- **Tractive Effort (lbf)**: 25,000

### Class 17 No. D8568

*With thanks to the Diesel Traction Group*

- **Power Type**: Diesel-electric
- **Builder**: Clayton Locomotives of Tutbury, 1963
- **Weight (t)**: 68
- **Engine**: Paxman 6ZHXL
- **Horsepower (hp)**: 900
- **Tractive Effort (lbf)**: 40,000

### Class 09 No. D4100

*Dick Hardy*

*With thanks to Severn Valley Railway (H) PLC*

- **Power Type**: Diesel-electric
- **Builder**: Horwich Works, 1961
- **Weight (t)**: 49
- **Engine**: English Electric 6KT
- **Horsepower (hp)**: 350
- **Tractive Effort (lbf)**: 25,000

### Class 09 No. D4100

*With thanks to Severn Valley Railway (H) PLC*

- **Power Type**: Diesel-electric
- **Builder**: Horwich Works, 1961
- **Weight (t)**: 49
- **Engine**: English Electric 6KT
- **Horsepower (hp)**: 350
- **Tractive Effort (lbf)**: 25,000

### Class 14 No. D9551

*With thanks to Severn Valley Railway Class 14 Company*

- **Power Type**: Diesel-hydraulic
- **Builder**: British Railways, Swindon, 1965
- **Weight (t)**: 51
- **Engine**: Paxman Ventura 6YJXL
- **Horsepower (hp)**: 650
- **Tractive Effort (lbf)**: 30,910

### Class 33 No. 33108

*With thanks to 33/1 Preservation Company*

- **Power Type**: Diesel-electric
- **Builder**: Birmingham Railway Carriage & Wagon, 1960
- **Weight (t)**: 78
- **Engine**: Sulzer 8LDA
- **Horsepower (hp)**: 1500
- **Tractive Effort (lbf)**: 45,000

### Class 20 No. 20003

*With thanks to the 2000 Preservation Group*

- **Power Type**: Diesel-electric
- **Builder**: English Electric, Vulcan Foundry, 1963
- **Weight (t)**: 69
- **Engine**: English Electric 12CSVT
- **Horsepower (hp)**: 1750
- **Tractive Effort (lbf)**: 55,500
The locos

Class 40 No. 40106
Atlantic Conveyor

With thanks to the Class 40 Preservation Society
**Power Type** Diesel-electric
**Builder** Robert Stephenson & Hawthorns, Darlington, 1960

**Weight (t)** 133
**Engine** English Electric 16SVT Mk.II
**Horsepower (hp)** 2000
**Tractive Effort (lbf)** 52,000

Class 42 D821
Greyhound

With thanks to the Diesel Traction Group
**Power Type** Diesel-hydraulic
**Builder** British Railways, Swindon, 1960

**Weight (t)** 80
**Engine** 2 x Maybach MD650
**Horsepower (hp)** 2200
**Tractive Effort (lbf)** 52,400

Class 50s No. 50007 Hercules,
No. 50033 Glorious,
No 50044 Exeter & No. 50049 Defiance

With thanks to the Class 50 Alliance
**Power Type** Diesel-electric
**Builder** English Electric, Vulcan Foundry, 1968

**Weight (t)** 117
**Engine** English-Electric 16CSVT
**Horsepower (hp)** 2700
**Tractive Effort (lbf)** 48,500

Class 52 No. D1062
Western Courier

With thanks to the Western Locomotive Association
**Power Type** Diesel-hydraulic
**Builder** British Railways, Crewe, 1963

**Weight (t)** 111
**Engine** 2 x Maybach MD655
**Horsepower (hp)** 2700
**Tractive Effort (lbf)** 66,770

Class 52 No. D1015
Western Champion

With thanks to the Diesel Traction Group
**Power Type** Diesel-hydraulic
**Builder** British Railways, Swindon, 1963

**Weight (t)** 111
**Engine** 2 x Maybach MD655
**Horsepower (hp)** 2700
**Tractive Effort (lbf)** 66,770
A ‘glorious’ return!

The story of 50033 both in its BR service career and in preservation is one of luck and good fortune. This locomotive certainly has been close to a final demise on more than one occasion!

In 1992, it was fortunate to become one of the final trio of Class 50s retained by Laira Depot to work enthusiast rail tours alongside 50007 and 50050. It worked its final tour on March 20, 1994 ending up in York, where it was presented to the National Railway Museum, becoming part of its collection formally on April 1 that year.

Between 1994 and 2004, the locomotive spent most of the time on display at the NRM, but was loaned to both the East Lancashire and North Yorkshire Moors Railways for various diesel events. In the summer of 2004, the NRM decided the locomotive no longer met its requirements and it was moved to the STEAM Museum in Swindon for display. The locomotive made some farewell runs at the NYMR and was then moved by road to Swindon.

By 2007, STEAM had decided it too didn’t really want 50033, and it was removed from there, ending up at Tyseley Locomotive Works in Birmingham – initially for a short period of storage while other plans for its restoration / operation were finalised.

Sadly, none of these came to fruition and by early 2018 the future for 50033 well and truly hung in the balance.

However, here on the SVR we had decided that we would mark the Golden Jubilee of the Class 50s by holding a special gala in October that year.

Between 1994 and 2004, the locomotive spent most of the time on display at the NRM, but was loaned to both the East Lancashire and North Yorkshire Moors Railways for various diesel events. In the summer of 2004, the NRM decided the locomotive no longer met its requirements and it was moved to the STEAM Museum in Swindon for display. The locomotive made some farewell runs at the NYMR and was then moved by road to Swindon.

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So, why did we choose to mark the anniversary with such a memorable gala event? The aim was to keep the funding of its restoration separated from those used for our other locomotives and so the Friends of 50033 was created. In effect, this is a crowd funding mechanism which through social media has proved to be extremely successful, both in terms of generating funds but also promoting interest in the locomotive and encouraging volunteers to become involved.

Corroded bodywork was a particular issue but fortunately the services of an exceptional metal work fabricator, Ian Williams, who really got ‘stuck in’, meant that most of the significant work on the body had been completed by September last year.

Mechanical work was led by Tony Middleton, John Ward and a new volunteer James Gregory who had become involved after seeing the Friends of 50033 social media posts. Most of the other C50A team were also involved in one way or another, but mention should also be made of Mike Gibbon and Jon Wilcox who have also spent many hours on the restoration of Glorious.

By September 15, 2018, the repaired radiators had been refitted, the heat exchanger repairs and the oil system flushed and this and coolant system pressure tested. The locomotive was then moved outside and fired-up. Considering how long it had been out of use, there were surprisingly few issues arising, the lubricating oil pump being the main item needing some further attention. A week later the team was in a position to attempt moving the locomotive under its own power... and again this proved a success with no major issues.

On October 1, 2018, loaded test runs were undertaken with 50033 mainly painted in green primer. The SVR wasn’t open to the public that day but the numbers of people around the railway and on the lineside to see 50033 was amazing! Such was the level of interest that Tony Middleton literally struck gold with an absolute brain wave – why not make the loco available for people to ‘tag’ for £5 a go to raise more funds? On the test runs this began in earnest and of course at the main gala event a few days later it became the most talked about feature with people literally queuing to write their messages on the body side of 50033.

50033 certainly stole the show at last October’s Class 50 gala event and is a real testament to the achievements of a dedicated team of volunteers. Since then further work has taken place over the winter to complete the body restoration and the outstanding mechanical items such as the water pump, cylinder heads and some piston rings. In early July the locomotive left Kidderminster heading for Eastleigh Works to be repainted in the popular BR ‘Large Logo’ livery hailed by its C50A sister locomotives 50007 and 50049.

The future now looks much more secure for 50033 which will certainly be one of the stars of this event and one which we very much hope you enjoy.

If you want to contribute to a dedicated fund for 50033 then this can be done easily via our PayPal account directly using these details: 50033@fiftyfund.org.uk

Thank you in advance

Jonathan Dunster
chairman
Class 50 Alliance Ltd
On shed

Kidderminster diesel depot

Kidderminster diesel depot has been a game changer in the maintenance of the Severn Valley diesel fleet. Without it, work that now takes a few weeks to complete would have taken many months, often with the volunteers having to work outside in all weather conditions. To help the depot, and its dedicated volunteers, to continue with their good works, Chime Whistle Publishing has produced a fund raising book, by former Today's Railways UK editor Jonathan Webb, looking at all the work that goes on within the depot and, just as importantly, the volunteers who carry it out.

Jonathan Dunster, chairman of Severn Valley Railway Diesel Committee said: “Jonathan’s desire to provide a detailed insight into the activities associated with Kidderminster diesel depot is to be commended. This purpose-built facility opened in 2016 is entirely manned by volunteers and never before has an in depth look at diesel locomotive preservation been undertaken in this way. Additionally anyone who purchases a copy will be making a direct contribution to the ongoing story at Kidderminster TMD and we are very grateful to Jonathan for his generosity and also for his dedication to this project.”

Details of the 300 page, all colour book can be found at www.chimewhistle.co.uk and on Twitter @chimewhistle and Facebook.

On train

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

Places to eat...

- Refreshment Rooms – Kidderminster, Bewdley and Bridgnorth
- Restaurant – The Engine House
- Station Kiosks – Arley, Highley and Hampton Loade

Places to drink...

- The King & Castle – Kidderminster
- The Railwayman’s Arms – Bridgnorth

Refreshments...

Facility Opening Times

Facilities along the line are open during the event as follows:

<table>
<thead>
<tr>
<th>Location</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>KIDDERMINSTER</td>
<td>7.00-18.00</td>
<td>7.00-20.00</td>
<td>7.00-20.00</td>
<td>8.30-16.00</td>
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<tr>
<td>Refreshment Room</td>
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<td>50033 on the depot’s jacks.</td>
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<tr>
<td>King &amp; Castle</td>
<td>8.30-23.00</td>
<td>8.30-23.30</td>
<td>8.30-23.30</td>
<td>8.30-23.30</td>
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<tr>
<td>Gift Shop</td>
<td>8.30-18.15</td>
<td>8.30-18.15</td>
<td>8.30-18.30</td>
<td>8.30-17.30</td>
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<td>Railway Museum</td>
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<td>9.30-19.00</td>
<td>9.30-19.00</td>
<td>9.30-19.00</td>
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<tr>
<td>BEWDLEY</td>
<td>8.00-18.00</td>
<td>8.00-18.00</td>
<td>8.00-18.00</td>
<td>9.30-17.00</td>
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<tr>
<td>Refreshment Room</td>
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<td>8.00-18.00</td>
<td>8.00-18.00</td>
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<tr>
<td>HIGHLEY</td>
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<td>9.00-18.00</td>
<td>9.00-18.00</td>
<td>10.30-17.00</td>
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<td>The Engine House</td>
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<tr>
<td>Gift Shop</td>
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<td>9.00-21.00</td>
<td>9.00-21.00</td>
<td>10.00-18.00</td>
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<td>BRIDGNORTH</td>
<td>08.30-18.30</td>
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<td>08.30-18.30</td>
<td>09.00-17.00</td>
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<td>The Railwayman’s Arms</td>
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<tr>
<td>Gift Shop</td>
<td>9.00-18.30</td>
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<td>9.00-21.00</td>
<td>10.00-18.00</td>
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## AUTUMN DIESEL GALA TIMETABLE 2019

### THURSDAY, OCTOBER 3 – SATURDAY, OCTOBER 5

<table>
<thead>
<tr>
<th></th>
<th>Kidderminster</th>
<th>Bewdley</th>
<th>Arley</th>
<th>Highley</th>
<th>Hampton Loade</th>
<th>Bridgnorth</th>
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<tbody>
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<td><strong>ThO</strong></td>
<td>08:05</td>
<td>08:18</td>
<td>09:00</td>
<td>09:11</td>
<td>09:33</td>
<td>09:00</td>
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<td>10:37</td>
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<td>12:11</td>
<td>12:21</td>
<td>12:10</td>
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<tr>
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<td><strong>SaO</strong></td>
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</tbody>
</table>

**ThX** = Does not operate Thursday.  
**ThO** = Operates Thursday only.  
**SaO** = Operates Saturday only.  
**Local** = Service with limited accommodation.  
**Auto** = Autocoach hauled by No. 09107

<table>
<thead>
<tr>
<th></th>
<th>Kidderminster</th>
<th>Bewdley</th>
<th>Arley</th>
<th>Highley</th>
<th>Hampton Loade</th>
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</tbody>
</table>

Guided tours of Kidderminster diesel depot on all four days.

Sample our tasty selection of real ales in the award-winning King & Castle at Kidderminster and The Railwayman’s Arms at Bridgnorth.

### Special Attractions

First passenger runs for Class 09 No. 09107, double-heading with fellow Shunter No. D4100.

First public runs of No. D1015 following the fitting of two overhauled engines. The loco will also appear in British Railways blue livery.

First public runs of Class 50 No. 50033 Glorious in BR ‘Large Logo’ blue.

Glorious will operate on all four days of the event, accompanied by Hercules, Hood, Exeter and Defiance.

**Disclaimer:** Whilst every effort will be made to maintain services, the SVR does not guarantee that trains will depart or arrive at the times stated, and some advertised connections may not be met.

Guided tours of Kidderminster diesel depot on all four days.

Sample our tasty selection of real ales in the award-winning King & Castle at Kidderminster and The Railwayman’s Arms at Bridgnorth.

**Updated 11/09/2019.**
Often overlooked, the SVR’s shunting fleet comprises arguably the most important locomotives on the railway, operating every day of the year, apart from Christmas Day.

On a daily basis, they frequently cover more miles over longer days than any of the service train locomotives, and remarkably, the average shunting locomotive at Kidderminster will have the highest annual mileage on the railway!

So, during a typical week, what do they do?

At the north end of the line, Bridgnorth-based Class 08 No. D3586 will shunt steam locos on the MPD and shunt empty trains to and from the sidings into the station. Another engine, Ruston No. D2961, works behind the boiler shop, moving steam locomotive boilers on wagons into the works.

On its own, Bewdley-based Ruston No. 319290 shunts under repair and permanent way wagons in the Carriage & Wagon Yard, followed by moving a ‘cold’ steam locomotive around the MPD, so it’s in the right place for its next duty.

The majority of non-passenger movements that take place at Kidderminster are between the station, carriage works, carriage shed and diesel depot. Class 09 No. D4100 Dick Hardy can be seen throughout the day moving empty trains to and from the carriage shed and the station. The engine will also reform carriage sets, adding and removing coaches for maintenance and traffic purposes.

Another Kidderminster engine, Class 09 No. 09107, is responsible for shunting out of use carriages awaiting their place in the works, testing the maintenance carriage set, shunting dead locomotives on the diesel depot and hauling locomotives into and out of the depot. A rarer working, but a vital one, the loco hauled an out of use carriage to Arley and back for testing, following a major overhaul.

Over in the carriage works sidings, Ruston No. D2960 Silver Spoon performs shunting tasks throughout the day.

Also based at Kidderminster, Class 08 No. D3022 is currently the spare loco, while Class 08 No. 13201 is under repair with a coolant leak and a Class 11 is under heavy repair, dismantled in the Diesel Depot shed.
Grаб yourself some Virgin Trains memorabilia served up on a plate

C
ome on, hands up! Who fancies getting their hands on a Virgin Pendolino nameplate and raising money for the Severn Valley Railway and Kidderminster Railway Museum in the process?

Yes, we know this is a Diesel Gala and it’s most unlikely the Class 390 Pendolino will be top of your favourite traction, but the nameplates have been proving extremely popular. With Virgin Trains due to hand over the ‘keys’ for the West Coast route to First Trenitalia in December, there has never been a better time to get your hands on some much sought-after railway artefacts.

And the really good news is all the money raised will be donated to the railway and the museum.

What nameplates are up for grabs?
We have got some crackers, including the likes of City of Birmingham and City of Liverpool. City of Stoke on Trent is also wanting a new home along with some of the more generic names like Virgin Glory and Virgin Venturer. If you are fan of your ‘Westerns’, then Virgin Invader might take your fancy.

All of the nameplates for auction will be on show in the Kidderminster Railway Museum on the Friday and Saturday (October 4/5). Just look to your right as you enter the main concourse at Kidderminster.

For those not wanting to spend that much, we have also got a few of the classic Virgin nose crests up for sale.

How do I get my hands on one?
Simply send a sealed bid via email to nameplates@virgintrains.co.uk clearly stating your name, your address, the plates for which you are wishing to bid, along with the sum of money you are willing to pay. Maximum of three bids per person. If it’s a Nose Crest, please just say ‘Nose Crest’ and then your bid.

Is there a reserve price?
Yes. There’s a reserve price of £500 for each nameplate.

When will I find out if I have been successful?
The auction will close at 5pm on Monday, October 14. Winners will be notified the following week. We are asking that payment be made direct to the Severn Valley Railway and Kidderminster Railway Museum via cheque, details of which will be provided. All money will be due in before Friday, October 25, 2019. Winners will be responsible for collecting their nameplate.

Please note the plates will be in a ‘weathered’ condition, as they came off the set.

Happy Bidding!

Fleet details

■ 319290 Ruston and Hornsby built 1952. Diesel-mechanical 0-4-0. Purchased by the SVR from BIP Chemicals, Langley Green in 1972. Based at Bewdley Carriage and Wagon.


■ D3022 BR Class 08 Diesel-electric 0-6-0 built at Derby 1953. Withdrawn 1980. Purchased by the Class 08 Society in 1983. Based at Kidderminster TMD.

■ 13201 BR Class 08 Diesel-electric 0-6-0 built at Derby 1955. Withdrawn 1980. Sold to Sheerness Iron and Steel until moving to the SVR in 2003. Owned by the Class 08 Group. Based at Kidderminster TMD.

■ D4100 Dick Hardy BR Class 09 Diesel-electric 0-6-0 built at Horwich 1961. Withdrawn 2004. Sold to Harry Needle. Sold to SVR 2013. Based at Kidderminster TMD.

■ 09107 BR Class 09 Diesel-electric 0-6-0 built Horwich 1961 as Class 08 D4013. Converted to Class 09 by RFS in 1993. Withdrawn 2011. Purchased by SVR from European Metal Recycling 2017. Based at Kidderminster TMD


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Blue-liveried 09107. IAN MURRAY

WANTED TO BYE
Keeping the SVR’s Diesel Fleet on track

Our purpose-built diesel maintenance depot is making a huge difference to volunteers and staff working on the SVR’s diesel fleet.

Most of the SVR’s diesel locomotives are over 50 years old, and a few are even more senior than some of the steam locos.

Many individuals and organisations have contributed to the Depot, including the SVR Charitable Trust.

So far, so good. But there’s more to do. We need to build workshop facilities and an amenity block for volunteers and staff who maintain this valuable part of the SVR.

“The SVR simply couldn’t function without its fleet of diesel locomotives, and these are as much a part of Britain’s industrial heritage as the steam locos they replaced."

Jonathan Dunster,
Chairman of the SVR Diesel Committee

“It’s part of recognising the importance of preserving heritage diesel for future generations to enjoy.”

Nick Ralls, SVR General Manager

Will you help move our Diesel Fleet on to even greater things at the SVR?

Go to svrtrust.org.uk to make an online donation to Diesel through the SVR Charitable Trust, or phone 01562 757940.

If you’re a taxpayer, the Trust may be able to claim a further 25% Gift Aid at no extra cost to you.