



# BEWDLEY STATION

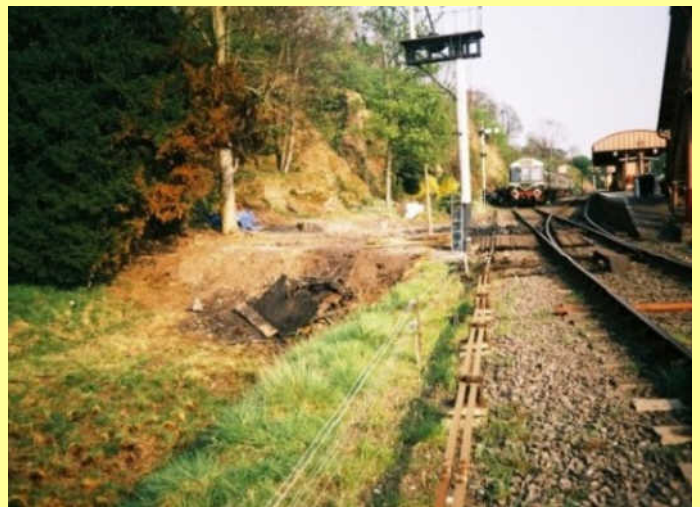
THE OFFICIAL WEBSITE



## NEWS ARCHIVE – SUMMER 2007

### APRIL 2007

Bewdley Station has a policy of steadily improving workshop and staff accommodation facilities as and when resources permit, two examples of this strategy being demonstrated below. In the left hand image can be seen Mk3 Sleeping Coach *Leviathan* prior to being shunted into the C&W yard; once connected to mains power and water supplies, this will provide volunteers from all departments with significantly more comfortable overnight facilities and supplement the existing overnight accommodation. The right hand photograph depicts the former station and DMU workshop site adjacent to the North end of Platform 3. With the DMU group stores relocated to a new shed further along the Rock Siding, the old sheds have been cleared



and the ground leveled for the new building.

Although the restoration of GWR Large Prairie 4150 has steadily continued in Bewdley yard, progress has recently accelerated, with the erection of a protective cover allowing work to be carried out in all weather conditions. The majority of the chassis repairs have been completed; the locomotive is currently waiting its turn in the Bridgnorth boiler shop queue and the fabrication of new side tanks.



MAY 2007

A rare opportunity to compare old and new DMUs at Bewdley was provided by a Chiltern Railways Class 168 unit (No 168215) gauge testing through all three platform faces. Although the intended collaboration with Chiltern Railways (storing units overnight on the SVR) did not in fact take place, through running of units onto the railway has occurred on subsequent occasions.



Wribbenhall Viaduct (see image 40 on the interactive tour for more info) has suffered badly from weathering throughout the past one and a half centuries and is seen below undergoing further repairs. Whilst the Great Western replaced defective stone masonry with blue engineering brick, the SVR is now obliged to replace like for like; a large stone block on the west side of one of the smaller piers being replaced here.



JUNE 2007

The month began on a high note, with a visit to the SVR by GWR 6024 *King Edward I* and progress continuing on the foundations for the station workshop.



On the 19<sup>th</sup> of June, exceptionally high rainfall in the Severn Valley district caused widespread damage and severing the Railway in a number of places. Although the worst damage occurred in the Highley region, services, slips occurred at Northwood, Folly Point and Eyemore Cutting. Train services were limited to the Kidderminster – Bewdley section and the station became home to modern repair machinery intended to assist with the repairs (the road-rail dumper trucks saw relatively little use due to the changing nature of the slips).



Damage at Eyemore cutting (left), repair work a few weeks later (middle) and also at Folly Point (right)



**JULY 2007**

Saturday 21<sup>st</sup> July was scheduled to be the inaugural Bewdley Station Gala, although the event attractions had been considerably altered as a consequence of the flood damage. Further heavy rain the day previous caused additional disruption and the first train of the day was delayed by a fallen tree in Foley Park cutting (to the east of Bewdley Tunnel). On the day, a top and tailed train service was supplemented by classic car and model displays, a vintage bus service and the attendance of exGWR Mogul 7325 and GWR 4930 Hagley Hall, both cosmetically restored and waiting for the completion of the Engine House at Highley.





## AUGUST 2007

In complete contrast to the previous month, August proved to be a much more varied and successful month, with a variety of special charters helping to maintain the profile of the railway.



Saturday 7<sup>th</sup> saw GWR Small Prairie 4566 and matching coaches working a wedding charter. With its boiler certificate expiry date approaching, ex LMS Black 5 45110 was in demand for charters and photo opportunities alike. On the 11<sup>th</sup> August, the engine ran with chalk markings



on its smokebox to commemorate the 39<sup>th</sup> anniversary of the end of British Rail mainline steam (the locomotive would not be in traffic for the 40<sup>th</sup> anniversary the Fifteen Guinea special in which it was involved). A special train to mark the 50<sup>th</sup> anniversary of the Battle of Britain Memorial flight was run on Wednesday 22<sup>nd</sup> August 2007, with 45110 carrying the *RAF Biggin Hill* nameplates that it carried earlier in the preservation era.

Six year old Thomas Blyth from Bewdley came into the office on 8th August 2007 to hand over his pocket money of £6.78 in support of the flood appeal. From all the staff at Bewdley - Thank you.

