



PRESS INFORMATION

Release date: **Monday July 19th 2010**

SVR Wolverhampton branch inspires *Hinton Manor* revival

ACTIVISTS at the Severn Valley Railway are targeting to have GWR 'Manor' No.7819 *Hinton Manor* overhauled and back in SVR traffic 'as soon as practically possible' when the locomotive's four-year loan to Swindon's Designer Outlet shopping centre ends in two years' time.

Last steamed more than 15 years ago and on static display at Swindon since 2008 (when it replaced the SVR's No.4930 *Hagley Hall*), the Collett 4-6-0 currently has no particular priority in the queue of locomotives awaiting overhaul at Bridgnorth Works.

But the Severn Valley Railway Association's Wolverhampton branch - a 'Friends of Hinton Manor' organisation in everything but name - is intent upon using the engine's remaining time at Swindon to raise as much as possible of the £330,000 needed to put 'Hinton' back into full working order.

At Kidderminster Railway Museum on Saturday July 17th, a package of fundraising initiatives which, it is hoped, will see No.7819 back in SVR service in the next four to five years, was announced by Branch Chairman Dave Rowley. Guests at the launch included Jan and Jackie Tranter, wife and daughter respectively of the late SVR Mechanical Foreman Ray Tranter, for whom *Hinton Manor* was always a favourite engine.

The package of fundraising initiatives includes the release of a limited edition watercolour print of *Hinton Manor* on Talerdigg bank by Guild of Railway Artists member Frederick Lea, which will sell for £78.19p, the publication of a new 80-page colour album 'Wolverhampton's Railways in Colour' by Wolverhampton branch committee member Simon Dewey, and the launch of a superior detailed model of *Hinton Manor* in 00, EM and 18.83 gauges, which will sell for £375 (or £425 if the buyer elects to go for Ultra scale wheels, with sprung hornblocks!).

Also helping to put cash in the bank for *Hinton Manor* is SVR loco driver Kevin Cronin, who has commissioned a special one-hour DVD of 'Hinton' from top steam video producers PSOV, which will include footage of the locomotive's main line exploits to destinations such as Plymouth and Avonmouth during 'GWR 150' in 1985, and during the revival of steam on the Cambrian line in 1987 and 1991. The video will sell for £10.

A further *Hinton Manor* fundraiser aimed at railway modellers, is the production of an 00 gauge GWR 'Toad' brake van, commissioned from Bachmann, with a

distinct Wolverhampton flavour to it, conveying the legend: 'Restricted User - Stafford Road Works.'

"All these initiatives will help us to push the boat out for *Hinton Manor*" asserts SVRA Wolverhampton branch Treasurer Peter Share.

"Many of our members contributed to No.7819's purchase from Barry scrapyards in January 1973 and its return to steam at the SVR in June 1977, and as a past 'standard bearer' for the SVR on the main line, it's an engine which is held in fond affection by many of us.

"Without this new impetus, *Hinton Manor* could be languishing for a long time. We really hope that folk will realise we've got something contagious going here, and support us in our efforts to get the engine up and running again. Now is the time to start raising funds, so that when it comes out of Swindon in 2012, we'll hit the ground running."

It was the SVRA Wolverhampton branch, as custodian of No.7819, which handed the locomotive into the ownership of the Severn Valley Railway Rolling Stock Trust in April 2004, and in recent weeks the charity has paid out £19,000 towards a new set of tyres from South Africa (for all wheels, including the tender) - a sure 'statement of intent' by the locomotive's owners.

Hinton Manor last ran on the SVR in 1994, and worked out the final few weeks of its 10-year boiler certificate in September and October that year on loan to the Nene Valley Railway.

It's a former Royal Train engine, having conveyed HM The Queen between Barmouth and Chester in August 1963, and almost certainly a 'million mile' machine too, having covered more than 925,000 miles in main line service between 1939 and 1963 (when BR ceased to keep steam mileage records) and a further 71,867 miles in Severn Valley traffic and main line charters since preservation.

The 'official' arithmetic leaves *Hinton Manor* some 3,133 miles short of the million-mile benchmark - but it's widely accepted that the engine covered appreciably more than this between 1963 and final withdrawal by BR in November 1965, when mileages weren't logged on engine record cards.

The last of the 'first batch' of 'Manors' to be built at Swindon (in February 1939), No.7819 spent most of its main line career on the Cambrian section, being based for the better part of 20 years at Oswestry (1943 - 1963), and subsequently at Shrewsbury, Machynlleth and Aberystwyth, and was regularly employed on the Shrewsbury - Pwllheli section of the 'Cambrian Coast Express.'

Distinctively attired in BR lined black livery during its last spell of operation (authentic to its condition in 1950 - 1957), *Hinton Manor* has also worn GWR plain green (with shirt-button logo), wartime plain black, and BR lined green (1957 - 1965).

**Editors: For further information, please contact
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