



WESTERN LOCOMOTIVE ASSOCIATION LTD

News from the Chair – for e-Newsletter July 2023

For those of you, who enjoy warm weather, you shouldn't have been too disappointed in June... but if you were travelling on any one of the four trips behind D1062 (with over 250 miles), it would have been even hotter - not least, if you were actually travelling in the cab! Anyway, it's always a pleasure to see and hear a working Western, so hopefully, no one's complaining!

Overall, the locomotive is performing well, and the new distributor fitted for the brake system is allowing the locomotive to do much more braking than before, whereas the coaches would do most of the braking previously. The new set-up means that the locomotive brakes in much the same way as D1015, so Drivers shouldn't see too much of a difference when switching locomotives.

One problem that has arisen on D1062, is to do with the Automatic Voltage Regulator (AVR) at "A" end, which is currently being investigated. The fault means that "A" end engine won't take power, won't charge the batteries and won't run either of the two compressors for the air supply (apart from that OK!). The way around the problem is to pull out the AVR shorting switch at "A" end, which then allows the engine to take power but the locomotive is reliant on "B" end engine to charge the batteries and run one of the compressors (currently switched to run the big "A" end compressor, rather than the smaller "B" end compressor). In effect, without "B" end engine running to provide the air and battery charge, the locomotive would be deemed a failure and therefore, we need to get the problem fixed asap. This may involve removing an AVR from D1013 temporarily, to check out the problem further.

During the month, more painting has been undertaken on D1013, which includes both head-code compartments at each end being rust treated with primer and chassis black, plus colour coding the pipework components. The vestibule at "B" end has also been painted and further work has been undertaken in painting the engine room. Just recently, the some of the roof panels have been removed, ready for cleaning up and painting. Incidentally, much of this work is being done by just one or two individuals and for those of you hoping to see D1013 transformed into maroon livery anytime soon, will need to realise that our short-term objective is to protect the bodywork. Currently, it has to be realised that the paintwork on D1013 is in pretty good condition (much better than anyone expected, apart from the roof!) and that it's simply much better to work with what we've got, rather than undertaking all the preparation work that would be required to the change livery. But if a team of people want to get stuck-in with the hard graft of rubbing down and undercoating, then please let us know!

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Whilst on the subject of D1013, a Working Members meeting was held on Saturday, 17th June, where much of the outstanding work was discussed and to be frank, there's still a massive amount to do, which makes the painting work almost insignificant. Ironically, with the current work in progress, the locomotive will be painted well before the mechanical work is completed! Ideally, we need to break down the work into phases so that we can focus on each individual project. But that means more help required than ever before, so if you can lend a hand on the mechanical side, let's aim to finish off what we've started and get the real work done...!

Thank you!

Roger Smith
Chairman