



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Tuesday, 18th April 2023 at 7.30pm

Present: Ian Clayton (Director)
 Paul Finch (Director)
 Darren Shelmerdine (Director)
 Roger Smith (Director & Meeting Chairman)
 Mike Targett (Treasurer)

1. **Apologies for absence**

There were no apologies for absence.

2. **Minutes of Previous Meeting**

The Minutes of the previous meeting held on 26th January 2023 were approved.

3. **Matters Arising**

Page 1, item 3

Mike Targett clarified that Gift Aid was still outstanding for 2018 although payment for 2019 and 2020 had been received. It was understood that Derek Payne would be resubmitting 2018, and that Derek Payne and Jon Aston would be completing 2021 with Jon Aston responsible for 2022. Paul Finch agreed to check with Derek Payne regarding the handover.

PF

Page 2, item 3

The amended Articles had been approved at the AGM and a draft had now been prepared for approval by the Directors. Any amendments should be notified to Ian Clayton before the end of April 2023. These would then be submitted to Companies House in due course.

ALL

It was understood that the new continuously rated pump for the transmission project had recently been delivered and that this would need an oil filter to be fitted before use.

DS

cont'd/.....

It was noted that the task of cleaning the two cam boxes could be passed on to one or two of the new Working Members, once D1062 had been returned to traffic.

DS

Following the transfer of spares from Bridgnorth, the next project will be to relocate the spare bogie from Bridgnorth to Kidderminster. Consideration was being given as to how the bogie is to be lifted and moved together with any preparation works that need to be made for its new storage point. A quotation of c. £5k had been received although it was thought that this price could be lowered with the use of the steam crane. Mark Perry was liaising with Martin White on the matter. Once the costings had been finalised, an Assisted Projects Proposal would be made to the SVR (G) Board to fund 50% of the cost.

RSS

The replacement of three sets of rubbers on the trunnions on "B" end bogie of D1062 had been completed with the works signed off by Richard Williams.

The two Obbo trips considered for 2022 (attached to the stock) as a tribute to Greg Heathcliffe and Henry Coates, plus the single Obbo day out for members/friends, (subject to prices and availability) would be planned for 2023, pending production of a draft timetable.

DS

It was agreed that the WLA's 50th Anniversary on Saturday, 27th January 2024 should now be celebrated at the Steam Museum, Swindon. Following a site visit, Paul Finch confirmed that the Hawksworth Room was suitable (capacity 100 to 200 people) and had been provisionally booked, along with the top floor in the Weighbridge restaurant (up to 50 people), with either a set menu or a la carte. It was agreed that there should be a nominal entrance fee of £10 per person to cover the Hawksworth booking room cost of £640. A proposed Agenda had been drawn up and it was agreed to speak to Keith Bullock to see if he could provide a film show.

DS/PF

In addition to the above, Roger Smith would speak to Colin Marsden to see if a slide show could be presented and also to contact Graham Howell, Mike Woodhouse and Martyn Williams to see if they could do a Q & A session.

RSS

Ian Clayton agreed to share the proposed event with the Management Committee via WhatsApp to gain any further thoughts or ideas.

IC

It was noted that we now had 284 members with 128 renewed via the web site. It was agreed to try and promote WLA membership via our Facebook page following D1062's 60th Birthday event and that some suitable wording would be drafted up. In addition, a "Western Legacy" page for our web site should be considered, based on similar wording used in the past. It was also agreed that the WLA should try and benchmark against other diesel preservation groups to see how our membership numbers were progressing.

RSS/PF

Darren Shelmerdine confirmed that "A" end pre-heater in D1062 has now been replaced and that "B" end pre-heater should be replaced in a year's time. In addition, Darren Shelmerdine recommended some "preventative maintenance" with swapping out "B" end Dyno-Starter; a budget of £4,500 was suggested and previously approved.

DS

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The refurbishment of a Distributor for D1062 was being undertaken by Railway Brake Services, and would be available (hopefully), before the end of April, before the locomotive returns to traffic.

DS

It was noted that both D1013 and D1062 were now residing inside Kidderminster TMD, with D1013 undercover for the longer term.

Page 5, item 5

Darren Shelmerdine reported that the SVR Diesel Committee Meeting had been held on 11th February. For the future, it was understood that this Committee is due to be split into two covering Engineering and Operations, with Terms of Reference and/or further details to follow.

DS

It was understood that a new SVR Operating Agreement would be presented to the WLA for consideration at some point in the future.

All to note

Page 5, item 6

Regarding the recent WLA proposal to the Board, we had been advised to keep the lines of communication open with the owners of the interested party. Once matters had settled down regarding management changes on the SVR, the matter would be looked at more favourably, probably during May. If accepted, we would need to discuss with the WLA Committee and then the Working Members, before calling an EGM, to discuss with the membership.

All to note

4. Finance Report

Mike Targett provided a brief overview of the finances for the Company, which included a list of available funds, as follows:

Bank:	£141,860
Paypal:	£1,289
Total:	£143,149
Budget:	(£57,300)
Contingency	(£30,000)
Available funds:	£55,849

Made up of:

Restricted funds D1013:	£10,292	(D1013 Bogie Appeal £13,230)
Unrestricted	£45,557	

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Upon receiving confirmation that the WLA will no longer be receiving any HLF grants Mike Targett advised that it had been necessary to enact a change of accounting policy which meant that the restricted funds had been reduced by the expenses incurred by the fund ie. website costs and associated raffle costs for raffles held in aid of D1013's bogie appeal since the fund was launched. It was however, agreed that the money raised against the D1013 bogie appeal would still be accounted for and allocated towards the project.

All to note

A review of proposed and agreed expenditure was as follows:

PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 18th APRIL 2023

Brake Distributor Overhaul:	£1,000
Brake Gauges:	£1,400
Batteries for D1013:	£6,000 (TBC)
Brake System D1013:	£10,000 (TBC)
Brake System D1062:	£1,500 (TBC)
Engine Parts D1013:	£1,500 (TBC)
Turbo Rebuild:	£4,000 (TBC)
Dyno-starter overhaul:	£4,500
Repaint D1013:	£6,000 (Updated quote from Tony Middleton TBC)
Kidderminster Tools and Cart:	£500
Oil Sampling:	£500
Contingency:	£5,000
TOTAL	£41,900

EXPENDITURE PENDING FURTHER DISCUSSION AND CURRENTLY UNAPPROVED

Torque Arms & Trunnion repairs for D1062:	£6,000
Bogie Parts for D1062 (Bushing ext. based on previous costs):	£4,550
1 x short cardan shaft for D1013:	£4,850
TOTAL:	£15,400
GRAND TOTAL:	£57,300

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5. Locomotive Maintenance & Operation for 2023

Darren Shelmerdine reported that the recalibrated gauges had been refitted back to "A" end cab of D1062 and that "B" end was due to be refitted shortly. Engine work was continuing with the anticipation of being able to refill coolant at "A" end on Saturday, 22nd April. It was noted that "B" end had already been successfully pre-heated on the 15th April. Other work included bodywork, replacement of the rubbers on the trunnions at "B" end, brake adjustments, including the equalising beams at "B" end. Meanwhile, the attention was turning to all the extensive checks required for D1062's "B" exam which would be undertaken by Robin Jones.

With the locomotive due to operate on the 6th and 7th May, the timescale was looking extremely tight but workdays were being planned for 22/23/26/29/30 April plus 1st & 3rd May. These dates would be publicised on WhatsApp and Facebook to ensure that as many Working Members could attend as possible.

DS

With regard to celebrating D1062's 60th Birthday on Saturday, 6th May, Paul Finch advised that the front coach had been reserved for WLA members and that the opportunity would be taken to order fish & chips from Bridgnorth (if possible) for the last return trip. This would need to be investigated further and publicised if going ahead.

PF

It was noted that the batteries on D1062 were halfway through their expected life and would need to be replaced in six years' time at a cost of c. £6k.

6. NLHF Update & Future Strategy

Recent correspondence with Lesley Owen-Jones from the NLHF had determined that the D1013 Bogie Project not to be right funder from our expression of interest application. In their opinion, "the combination of heritage importance, evidence of need and value for money would make it a low priority for lottery funding." The application would have been much stronger if D1013 had been the only locomotive of its type remaining. In addition, the project would need to be "worked up" through a consultation stage "to ensure that a strong set of varied partners would be key to delivering (our) requirements for widening engagement." Finally, the WLA Board would need to "consider carefully whether the degree of cultural and operational change this project would require is practical and achievable, and a direction they wish to take the organisation in."

With the application process likely to take two years to work through, it was accepted that that our time, money and efforts would be better spent on looking at alternatives, with our existing resources. Darren Shelmerdine would give some thought to what could be done to bring the bogies up to standard, fit for towing on the main line at 60 mph, and initially suggested that the appeal could be set at £20k, for which we would have to raise a further £7k. Attention to D1013 including the list of parts and likely costs for our own bogie overhaul would be provided once D1062 was back in traffic.

DS

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The Board accepted by considering the NLHF route, we had achieved a number of benefits in place, such as better web sites and information for new potential members, a fully prepared technical requirements document for a full or part bogie overhaul (available for future generations), an updated business plan and some £13k already raised for bogie work. Most of these items would not have been in place otherwise.

The Chairman thanked everyone who had been involved with the NLHF application, especially those who had taken time to attend meetings and in particular, paid tribute to Pete Sandham who had prepared the highly detailed Technical Requirements Document.

All to note

7. Any other business

There were no further items of business discussed.

8. Date of next Board Meeting

The next Board Meeting would be held by Zoom on Wednesday, 5th July 2023 at 7.30pm.

The next Committee Meeting would be on Saturday, 8th July 2023.

www.westernlocomotives.co.uk

The Western Locomotive Association Limited is the owner of D1013 Western Ranger and D1062 Western Courier on the Severn Valley Railway, Bridgnorth, Shropshire and is a Company Limited by Guarantee Registered number 3873466

Registered office: 5 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG The WLA is registered as a charity under number 1115058