



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Thursday, 6th July 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 18th April 2023 were approved.

3. **Matters Arising**

Page 1, item 3

Ian Clayton confirmed that Jon Aston had managed to meet up with Derek Payne and that the handover for the Charities Officer and Gift Aid work was taking place. Ian Clayton agreed to cross-check with Jon Aston on progress for the Gift Aid application work.

IC

Darren Shelmerdine agreed to cross-check with Derek Payne on the outstanding work for the Formica desk work for D1013, to see when this could be completed.

DS

The amended Articles of Association were to be filed at Companies House but it was agreed to circulate a final copy to the Board for a final review, before submitting.

IC

The new continuously rated pump had been delivered to the SVR and was due to be wired up and trialled on "B" end transmission on D1013. Darren Shelmerdine agreed to check on progress, once back from holiday.

DS

cont'd/.....

Page 2, item 3

The task of cleaning the two cam boxes for D1013 still had to be undertaken and were now due to be taken out of storage with the worst one to be cleaned first. These were ear-marked for "A" end of D1013 for the 538 engine project. In the meantime, the whereabouts of the cam boxes for "B" end engine would be ascertained.

DS

Following the transfer of spares from Bridgnorth, the next project would 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 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 now be planned for 2024.

DS

The WLA's 50th Anniversary on Saturday, 27th January 2024 was now planned to take place at the Steam Museum, Swindon. It had been 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 full Agenda had now been prepared and agreed with the individuals who were presenting. Paul Finch agreed to confirm the room and restaurant bookings, investigate suitable hotels to stay at and organise the PR (including Facebook) for the purchase of tickets via the WLA web site.

PF

It was confirmed that Martyn Williams had kindly offered to undertake the Q & A session, as Graham Howell and Mike Woodhouse were unavailable.

Details of the event had been circulated to the Management Committee by email.

It was noted that WLA membership had increased from 284 to 301 members and that the number was comparable with the DEPG. Although our aim was to double the membership to 600, this was proving difficult as new members were being counteracted by non-renewals, although it was accepted that slow, positive progress was being made overall.

The proposed "Western Legacy" page for our web site had now been put in place.

Darren Shelmerdine confirmed that following the replacement of "A" end pre-heater in D1062 that "B" end pre-heater should be replaced during the Winter. In addition, Darren Shelmerdine recommended some "preventative maintenance" with swapping out "B" end Dyno-Starter; a budget of £4,500 had previously been approved.

DS

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Page 3, item 3

The refurbishment of the Distributor for D1062 had been undertaken by Railway Brake Services and had since been installed on the locomotive. The brake system was being monitored.

DS

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 5

The planned workdays to return D1062 back to traffic had successfully achieved their objective.

The celebrations for D1062's 60th birthday had all gone well on the 6th May 2023, with the locomotive running three round trips including the provision of fish & chips, organised for the last trip from Bridgnorth to Kidderminster.

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:	£163,344
Paypal:	£414
Total:	£163,758
Budget:	(£57,300)
Contingency	(£30,000)
Available funds:	£76,458

Made up of:

Restricted funds D1013:	£28,565	(D1013 Bogie Appeal)
Unrestricted:	£47,893	

It was acknowledged that these were the best figures recorded in the history of the WLA.

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A review of proposed and agreed expenditure was as follows:

PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 6th JULY 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
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

5. Locomotive Maintenance & Operation for 2023

Darren Shelmerdine reported that D1062 had made a good start to the season and that the brake system was being monitored with the change of brake distributor, which allowed the locomotive to do more braking, rather than the carriages doing most of the braking as before. It had been noted that the "A" end pre-heater had to be run on "battery supply rather than "shore supply" to avoid overheating the newly refurbished electric motor. A decision would be made on its possible replacement for the Winter.

DS
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Unfortunately, the AVR at “A” end failed in June, although the problem was overcome by pulling out the AVR shorting switch. However, this still necessitated the use of “B” end engine to provide a charge to the batteries and to run one of the air compressors for the braking system. A decision had been made to replace the AVR with the one at “A” end on D1013 which had resolved the problem. The AVR off D1062 will be sent away for repair at Rotherham and it was agreed to order a new AVR at a cost of £2.5k (£1k deposit required) so that we have a replacement for D1013 together with a serviceable spare. Winter maintenance for D1062 will include the replacement of “B” end pre-heater and dyno-starter and the checking and re-charging of the fire bottles.

An invoice was due for the replacement of the hand-held fire extinguishers at a cost of approx. £100.

MT to note

An “A” exam was scheduled to be performed by Robin Jones and Darren Shelmerdine on D1062 during August 2023.

DS

A Working Members meeting had been held at Kidderminster on 17th June 2023 primarily to discuss the outstanding work required on D1013. A work list of jobs had been prepared which included the bogies to be brought up to the same standard as D1062, or better. Items to be replaced or refurbished included coil springs, leaf springs, hangers, cardan shafts, transmission heat exchanger hoses and fuel hoses. It was noted that there still remained an engine to transmission shaft which needed to be ordered, which remained budgeted for.

DS

In addition to the above, a top end overhaul needed to be undertaken for “B” end engine and that the 538 project to replace the engine at “A” end needed to get underway with a “ring pack” recommended for the engine. A turbo needed to be sent away for balancing.

DS

It was recommended that the work list for D1013 be divided up and prioritised into projects or phases, as the total list of work appeared to be overwhelming. Darren Shelmerdine agreed to give this some thought, with help offered to revise the list of work accordingly.

RSS/DS

It was noted that the SVR wished to have D1013 on static display at the Autumn Diesel Gala Event, at Kidderminster Station. The locomotive would therefore, have to at least look complete with the roof panels back in place etc.

All to note

6. WLA Proposal to the SVR Board

It was understood from Jonathan Dunster that the SVR wanted the Autumn Diesel Gala to have a hydraulic theme with the greatest possible line up of Class 52's, 42's and 35's. In this respect it was an ideal opportunity to re-present our original proposal to the Board where we would be able to sponsor a locomotive move. Following a lengthy discussion, it was agreed that the sponsorship could be provided on the understanding that the SVR Board would agree to the issues concerning storage and ownership.

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It was agreed for the Chairman to take forward the proposal with Jonathan Dunster and to report back the Board. In addition, the proposal would need to be discussed with the Management Committee and, if the SVR Board were in agreement, to be discussed with the Working Members and ultimately, the Membership at an EGM or AGM.

RSS

7. Any other business

There were no further items of business discussed.

8. Date of next Board Meeting

The next Board Meeting would be TBA.

The next Committee Meeting would be on Saturday, 22nd 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