



## WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on  
Thursday, 7<sup>th</sup> December 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 6<sup>th</sup> July 2023 were approved.

### 3.        **Matters Arising**

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Ian Clayton confirmed that he would cross-check with Jon Aston on progress being made for the Gift Aid application work early in the New Year.

*IC*

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

*DS*

Ian Clayton advised that the amended Articles of Association that were due to be filed at Companies House would now be updated, following further changes to be agreed with the Charities Commission. This would be dealt with during the Spring of 2024.

*IC*

Darren Shelmerdine confirmed that the new continuously rated pump had been installed on "B" end transmission on D1013. An access hatch was now needed in the Cooler Group. Paul Medley would be wiring up in the New Year. In addition, gauges are to be fitted to all transmissions (similar to "A" end on D1062) and a budget was agreed for three more electric motors and mounting brackets, subject to successful operation of the prototype.

*DS*

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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 were thought to be in the back containers. It was hoped that at least one cam box could be placed on a container work bench for cleaning (subject to agreement with Coop) – a possible job for Steve Boon, mid-week.

**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. £5.3k had been received from Allelys. The bogie would need to be prepared for lifting (estimated to be two weekends’ work) and space for the bogie would need to be agreed with Roland Bull at Kidderminster, with preparation work for sleepers and rails. The whole project would have to be done in the New Year and in the meantime, an Assisted Project application would be submitted to the SVR (G) Board to see if they could contribute towards the finance.

**DS/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. Subject to the timetable and costs (with 10% discount due to WLA Shareholding). Tickets were anticipated at £200 each.

**DS**

The WLA’s 50<sup>th</sup> Anniversary on Saturday, 27<sup>th</sup> January 2024 has been booked 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 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 would be a nominal entrance fee of £10 per person to cover the Hawksworth booking room cost of £640. A full Agenda had been prepared and agreed with the individuals who were presenting. Tickets were available via the WLA’s web site. Paul Finch agreed to double-check everything during the first week in the New Year and in the meantime, a small deposit payment would be organised to secure the Weighbridge restaurant.

**PF/MT**

Paul Finch advised that further publicity was in mind to promote the event on social media.

**PF**

It had been noted that WLA membership had increased from 301 to 411 members, following the SVR, Autumn Diesel Gala , acquisition of D1048 and publicity. The target remained at 600.

Darren Shelmerdine confirmed that following the replacement of “A” end pre-heater in D1062 that “B” end pre-heater may 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, which was currently awaiting assessment and final costs.

**DS**

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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. Robin Jones was due to teach Darren Shelmerdine on fine brake adjustments.

**DS**

Darren Shelmerdine reported that the SVR Diesel Committee Meeting had been held on 11<sup>th</sup> 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. There had been nothing further to report.

It was understood that a new SVR Operating Agreement would be presented to the WLA for consideration at some point in the future. It was anticipated that the allowances would be increased for maintenance, mileage and DFE's.

**All to note**

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Whilst the replacement preheater at "A" end of D1062 had to be run off the battery supply, rather than shore supply, this was thought to be more to do with the pump being new.

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The invoice for the hand-held fire extinguishers had been paid.

The "A" exam for D1062 had been completed in August 2023.

It was noted that there still remained an engine to transmission shaft which needed to be ordered, which remained budgeted for. This would be dealt with once D1013 was back inside TMD.

**DS**

A decision was needed in respect of bearings required for the turbo for "B" end of D1062, if to be sent away for balancing. The MTU quote was currently at £3.1k.

**DS**

As requested by the SVR, D1013 was displayed externally complete, with a fresh repaint at the Autumn Diesel Gala, along with D1048.

The proposal concerning the WLA sponsorship for D1048 to visit the SVR in return for an agreement for the WLA to become the eventual owner of D1048, together with long term storage on the SVR, had been accepted by the SVR Board.

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#### 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:	£163,586
PayPal:	£803
<b>Total:</b>	<b>£164,389</b>
New Budget:	(£68,570)
Contingency	(£30,000)
<b>Available funds:</b>	<b>£65,819</b>

Made up of:

Restricted funds D1013:	£29,065	(D1013 Bogie Appeal)
Unrestricted:	£36,754	

A review of proposed and agreed expenditure was as follows:

#### **PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 7<sup>th</sup> December 2023**

Brake Gauges:	£1,400
Batteries for D1013:	£6,000
Brake System D1013:	£10,000
Brake Cylinders D1062:	£1,500
Engine Parts D1013:	£6,000
1 x short cardan shaft for D1013:	£4,850
Turbo Rebuild:	£7,000
Dyno-starter overhaul:	£4,500
Repaint D1062:	£1,000
Kidderminster Tools:	£500
Oil Sampling:	£500
Spare Bogie Lift:	£6,500
Transmission Project:	£8,000
Saunders Valves D1013:	£720
Tarpaulins:	£3,100
Engine & Spare Bogie Tarpaulins:	£2,000
Contingency:	£5,000
<b>TOTAL</b>	<b>£68,570</b>

#### **RESTRICTED FUNDS D1013 – Budget**

Current Budget:	£29,065
Less Bogie Parts (various):	£5,000
<b>Remaining Restricted Funds:</b>	<b>£24,065</b>

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It was noted that we should invoice the SVR for our maintenance allowance, mileage and DFE course for 2023, thought to amount to c.£7.6k.

**RSS**

Mike Targett confirmed that he would progress the cash-back credit card, where it was intended for use by Darren Shelmerdine and Peter Bamber.

**MT**

Mike Targett advised that our bank interest on deposit for the year had amounted to just over £2k, which was much appreciated.

It was noted that the value of D1048 had been recorded at £6,810.48 made up of £6,800 movement costs plus £10.48 purchase cost from the owners.

## **5. Locomotive Maintenance & Operation for 2024**

Proposed dates for operation of D1062 were as follows:

Swanage:	10 – 12 May 2024 (Provisionally booked)
SVR Spring Gala:	16 – 19 May 2024 (TBC)
WSR Gala:	6 – 8 June 2024 (TBC)
ELR Gala:	27 – 29 June 2024 (TBC)
Dean Forest Rly:	14 – 15 September 2024 (TBC)
SVR Autumn Gala:	3 – 6 October 2024

A discussion took place on the remaining spares for D1048 held at the Midland Railway Centre. It was agreed that a visit should be made during 2024 to see what remained.

**All to note**

A Working Members meeting was due to take place at Kidderminster Museum on Saturday, 16<sup>th</sup> December 2023, starting at 11am.

**All to note**

## **6. D1013 Overhaul**

Most of the items concerning D1013 had been covered already and there was nothing further to report.

## **7. D1048 Acquisition**

It was officially recorded that following an agreement with the SVR, the WLA sponsored the move of D1048 to attend the SVR's Autumn Diesel Gala event. The cost of the move had amounted to £6.8k. In return, the SVR agreed that the WLA could acquire D1048 and store the locomotive on the SVR for an indefinite period of time, whilst the locomotive is assessed for possible running at some point in the future.

The acquisition of D1048 was completed on 30<sup>th</sup> September 2023, following an invoice from the owners, Pete Simpson and Marc Koch for £10.48, which was duly paid.

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Whilst the WLA could acquire the locomotive as “spares” under the “objects” within the WLA’s current Memorandum & Articles of Association, these will need to be updated if the locomotive is to be adopted along similar lines to D1013 & D1062 if the locomotive is to return to traffic at any point during the future. Any such change to the Articles, would first need approval from the Charities Commission and ultimately, from the Membership – assuming the Working Members agree with any such work to make the locomotive operational.

Whatever the future holds for D1048, the WLA intends to preserve the locomotive in a complete form, for future generations to enjoy.

**8. Any other business**

There were no further items of business discussed.

**9. Date of next Board Meeting**

The next Board Meeting would be held on 22<sup>nd</sup> February 2024

The next Committee Meetings would be held on:

Saturday, 24<sup>th</sup> February 2024

Saturday, 6<sup>th</sup> July 2024

Saturday, 12<sup>th</sup> October 2024

The next AGM would held on Saturday, 2<sup>nd</sup> November 2024

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**[www.westernlocomotives.co.uk](http://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