



## CONFIDENTIAL

Minutes and Actions of the Western Locomotive Association Committee Meeting held virtually via Zoom on 7<sup>th</sup> October 2023 starting at 14:00.

### **Actions and Matters Arising in progress from the meeting on 7<sup>th</sup> October 2023 and also outstanding and complete actions from previous meetings.**

	<b>Actions from the meeting on 071023</b>
Darren Shelmerdine	It was reported that D1048 will need asbestos removing from the steam pipe, and an assessment elsewhere to any further asbestos, before any work can start to be carried out on the locomotive. DS to liaise with Martin White around getting a contractor in once an assessment has been carried out whether small quantities can be removed ourselves.
Peter Bamber	An idea was discussed around rejuvenating something along the lines of the 1000 club whereby Members or supporters can pay a monthly subscription in return for some form of prize/rewards (e.g. first service train hauled by D1013 or D1048, the latter if feasible). PB to progress this idea and share plans accordingly with Committee.
Peter Bamber, Paul Finch	It was noted that we would need the latest updated email addresses, and where we do not have those, the latest updated postal addresses, for all paid up Members. This is to send out the AGM proxy voting forms and meet the team documents. PB/PF to ask Paul Tucker for the latest spreadsheet and do a cross reference with the website to make sure we have all up to date addresses for paid up Members only. Then send to IC in a password protected spreadsheet. <b>UPDATE 280224: complete and closed.</b>
Roger Smith	It was also noted by IC that we need to be very careful sending Members personal data around by email, and storing on personal devices. As a minimum any spreadsheet or document holding Members personal details needs to be password protected. Ideally we would store all WLA documents, including those holding personal membership details on an encrypted secure server. Committee would then access this and not keep membership personal details on personal devices or send to each other by email. RS will liaise with Steve Ashdown about secure encrypted storage for all our documentation including secure storage for Members personal details.
Darren Shelmerdine	Darren Shelmerdine reported that D1062 had been formally invited to the Swanage Diesel Gala 10 <sup>th</sup> to 12 <sup>th</sup> May 2024. We have also been informally invited the WSR Gala, ELR Gala, and Dean Forest Railway Gala. It is a good four to six weeks work to prepare the loco for visits to other railways via dead in tow on the mainline. Great opportunity to take the loco out again after 10 years, plus opportunity for increasing Membership and Sales. Committee present agreed to commit to Swanage Railway invite. DS to progress. Needs to be charged at £500 per day so £1500 over 3 days. <b>UPDATE 280224: this item was discussed at the last Working Members Meeting in December last year. It was proposed further assessment of D1062 is undertaken and signed off before we agree to visit any railways. Therefore there will be no visits off SVR rails in 2024. We will look for opportunities in 2025 when</b>

	<b>hopefully the loco will be ready to be pulled dead in tow on Network Rail. Complete and closed.</b>
	<b>Actions from previous meetings</b>
Paul Finch	<p>A Matter Arising was brought to Committee's attention around D1013 being touched up in blue and not repainted in maroon as per AGM Members vote in 2021. It was thought that this could lead to Members deciding not to renew membership due to their Membership votes not being progressed and acted on.</p> <p>ACTION: PF to send comms out again on this matter and listing key activities in the order they will be carried out describing the reasoning for this.</p> <p>UPDATE 071023: an update was provided in the e-Newsletter after our last meeting. A proposal and resolution has been put together by the Board for an AGM ordinary resolution explaining the situation regarding D1013s repaint and what needs to progress and happen before she is repainted in maroon and half yellow ends. IC to send out as part of Committee Meeting Minutes for further Committee input and final agreement.</p> <p><b>UPDATE 280224: completed at AGM. Closed.</b></p>
Darren Shelmerdine, Paul Finch, Mark Perry	<p>The WLA Board Proposal to the SVR Board and WLA Committee regarding the WLA taking ownership of D1048.</p> <p>ACTION: DS, PF, MP to progress plans on the move of D1048 with WLA, SVR and current owners ASAP.</p> <p>UPDATE 071023: complete. D1048 moved by road to the SVR on 18<sup>th</sup>-19<sup>th</sup> September arriving early evening on the 19<sup>th</sup>. An early assessment on bogies and oils/lubrication is already underway. The SVR have agreed to D1048 remaining at the railway permanently in WLA ownership. This is still a confidential matter between the SVR Board, the WLA Board and Committee, and the private owners so should not be discussed outside of these parties. There are some sensitivities the SVR Board and WLA need to manage carefully. The matter will be put to the wider WLA Working Members initially after the Autumn Diesel Gala (some key individuals have already been liaised with to bring them on the journey).</p> <p>UPDATE141023: a formal announcement was made on 8<sup>th</sup> October and in time once a full assessment of the loco has been made a resolution will then be put to the Members of the WLA for EGM/AGM vote. This was included in the formal announcement.</p> <p><b>UPDATE 280224: proposal to Membership to be covered by action on updating our Objects and Articles of Association. Completed and closed.</b></p>
Ian Clayton, Jonathan Sandiford.	<p>The WLA Board Proposal to the SVR Board and WLA Committee regarding the WLA taking ownership of D1048.</p> <p>ACTION: IC and JS to produce wording of AGM proposal and proxy to amend our Memorandum of Association to include D1048 so it is ready to go out straight after the SVR Diesel Gala. We will also look to send by email to those who have a registered email address and only send postal copies out to those who we do not have a registered postal address.</p> <p>UPDATE 071023: IC and JS progressing the logistics around what needs to be progressed to update our Memorandum of Associations by way of a resolution to our Membership. After further research and investigation it has been found we have to gain written agreement from the Charities Commission to amend our Articles of Association, which our Memorandum of Association is now part of as part of the Charities Act 2006. Once we have agreement we can then put the resolutions to our Membership through an EGM or AGM. We have agreed this is just not possible to put to our Membership at the AGM in November in the timescales available as we need to give 28 days' notice to our Membership let alone getting agreement from the Charities Commission. As we have also noted further changes to our Articles of Association may also be needed from a Membership perspective, we are going to put a resolution to Membership including</p>

	<p>the previous vote last year again and any new additions needed, and the resolution of adding D1048 to our Articles of Association as per D1013 and D1062. This will require 75% of the Membership vote for (those in attendance or voting by proxy) to be passed.</p> <p><b>UPDATE 280224: ongoing. Will be progressed in spring with appropriate wording put forward to Membership vote for updating our Objects and Articles of Association.</b></p>
Jon Aston, Ian Clayton	<p>DP to look into how to chase HMRC and there are options for online chat. DP to check emails as usually get receipts. We need a receipt for MT and annual accounts submissions. We need confirmation they have got our returns.</p> <p>UPDATE 071023: MT has prepared gift aid assessment and passed on to JA. We still have not received the money for 2018, and we still have outstanding 2021, 2022 and now 2023. IC to ask for an update from DP and JA.</p> <p><b>UPDATE 280224: unfortunately the 2018 Gift Aid Return that went missing on delivery to HMRC has had to be written off as our Accountants informed us we only have 4 years to complete and process with HMRC. Therefore our attentions and priority must turn to 2021 onwards now working with JA.</b></p>
Mark Perry, Roger Smith, Darren Shelmerdine.	<p>RS, PF to check with Roland regarding the space for Bridgnorth bogie. DS to plan how we move the spare bogie at Bridgnorth to Kidderminster, and any works associated. We could move it with the track it is on now. If it needs to be lifted off the track it will need a full assessment by RJ, PS. We then need to get a quote and go to the SVR to see if they will pay an amount towards the bogie relocation to Kidderminster.</p> <p>UPDATE 071023: Allely's gave a quote of £6k and so is expensive as it will need specialist equipment like a specialised folk lift. Using the steam crane will require some specialist help as it won't be able to lift it in its current position as it is too far from the rails (need something that can lift 15 tonnes). MP to go back to Allelys to see if there is any manoeuvre with the costs and get a new quote. Could also use another option utilising the steam crane using heavy duty ratchets to pull towards the rail but it will depend on the integrity of the sleepers (which is not thought to be good). We also need to make sure the bogies are fit to move with drawings with Duncan Ballard for fittings. DS to organise putting torque reactions arms on which will need a working party of around 3 over a weekend in November at the earliest. RS to talk to Roland to confirm location for bogies and get rails and sleepers in place. RS to apply for funding with SVR once we have the quote.</p> <p><b>UPDATE 280224: space has been agreed to store our spare bogie at Kidderminster past the turntable. We have a quote from Allely's. DS needs to assess the bogie and prepare for transit with the Working Members. We will look to move it in the autumn.</b></p>
Paul Finch, Peter Bamber	<p>Crowd funding, can we appeal through this? Covid impacts on us and our ability to work on the locos, and the opportunities to run on the railway may be limited for some time. PF to look into this through Railway Magazines.</p> <p><b>UPDATE 071023: looked into options. Having something ready for the May Diesel Gala would be desirable. Need to identify a project and raise money from a large number of small investors. You can make it straight forward and donation based. The other option is you promote rewards based and offer something back (e.g. D1048 get to ride on its first passenger service). PB to also look into 1000 club but has to be rewarding for those who contribute.</b></p>
Mark Perry	<p>MP to contact Masterpiece Models and invite to the SVR for a cab ride and tour of the depot.</p> <p><b>UPDATE 071023: roll over into 2024.</b></p>

Paul Finch, Peter Bamber	<p>Investigate WLA 50<sup>th</sup> Anniversary celebration on 27<sup>th</sup> January 2024 at Steam Museum in Swindon. Hire a function room, slide show, buffet, and beers.</p> <p>UPDATE 220723: arrangements in place and presenters booked. PF to confirm booking with Steam, confirm meal booking at the Weighbridge Restaurant, seek at suitable accommodation, and promote. RS to progress the 50<sup>th</sup> anniversary logo. PB to add to WLA shop for event ticket for £15 minimum with added voluntary donation for the event with £10 deposit for the evening meal. Produce a commemorative badge for all who attend.</p> <p>UPDATE 071023: majority of plans in place. Tickets on sale. We have 24 signed up for the main event and 20 for the meal. PF to push again in November.</p> <p><b>UPDATE 280224: a fantastic event took place on 27<sup>th</sup> January at Steam Museum in Swindon. There was an incredible turn out of 123 and the event was a huge success. Big thanks to PF and RS for organising and hosting, and massive thanks to those who presented and to the PB and the Sales Team who had another tremendous day bring in vital funds for our locos.</b></p>
Darren Shelmerdine	<p>Agreed that due to an incredibly busy running season any opportunity to run bespoke OBBO trains will need to wait for the 2023 running season. However it may be possible to get an OBBO on a service train. Still planning for an OBBO to celebrate the lives and dedication to the WLA of Greg Heathcliffe and Henry Coates.</p> <p><b>UPDATE 071023: prioritise Henry and Greg OBBO for 2024. DS to liaise with the railway regarding an OBBO on a service train in memory of both. Then organise an OBBO only day either in 2024 or 2025.</b></p>
Mark Perry, Peter Bamber, and Roger Smith	<p>Continue to take forward WLA Fliers and update for special events. Ongoing action to remind us.</p> <p>UPDATE 220723: Colin Marsden is supporting the redesign of fliers and MP is going to meet with him in August. Needs to be one photo of the loco.</p> <p>UPDATE 071023: onhold until the 48 announcement is made.</p> <p><b>UPDATE 280224: completed and closed.</b></p>
<b>Closed actions from 071023 meeting</b>	
Peter Bamber	<p>Pursue "Sponsor a Western" Wall Of Fame idea.</p> <p>UPDATE 171020: put on hold.</p> <p>UPDATE 170721: no progress as yet.</p> <p>UPDATE 091021: alternative ideas being put forward. Sponsor a Western or similar. Sales Team to progress.</p> <p>UPDATE 190222: following up as part of Sales.</p> <p>131022: progressing ideas in the New Year based on what other preservation groups are doing.</p> <p>UPDATE 280123: ideas developing from Sales Meeting held today. See Sales update.</p> <p>UPDATE 220723: progressing, see update in sales agenda item below.</p> <p><b>UPDATE 071023: moved on to a rejuvenated 1000 club idea now. Action complete.</b></p>
Roger Smith	<p>It was noted we have not been invited to a Bridgnorth Station Groups Meeting for a while now.</p> <p>ACTION: RS to chase Bridgnorth regarding Station meetings. We have not been invited to meetings for a while and have not seen any Minutes of meetings. RS to liaise with Diane Malyon.</p> <p><b>UPDATE 071023: spoke to Chris Thomas and the last meeting was cancelled as no one turned up. Main action is for the bogie move from Bridgnorth to Kidderminster. Action closed.</b></p>
Darren Shelmerdine, Robin Jones	<p>It was reported that main operational concerns for D1062 currently were a failed AVR and further braking issues.</p> <p>ACTION: DS is progressing getting the failed AVR inspected and repaired, and a new AVR delivered to take our total up to five. The</p>

	<p>new AVR could go on D1013. Brakes still are not working correctly as reported earlier in the running season. DS, RJ will progress A end exam and discuss brakes with Richard Williams.</p> <p><b>UPDATE 071023: issues with AVR have been resolved. Action complete.</b></p>
<p>Mike Targett, Jonathan Sandiford, WLA Board</p>	<p>The WLA Board Proposal to the SVR Board and WLA Committee regarding the WLA taking ownership of D1048.</p> <p>ACTION: MT to progress with the current owner and liaise with JS. This contract can be progressed (once we get SVR Board approval) by email as confirmed by JS. MT and JS to work on this together and keep the WLA up-to-date on progress and paperwork.</p> <p><b>UPDATE 071023: a formal invoice between the private owners and the WLA has been signed and we are now the proud owners of D1048 Western Lady bringing our total to 3 locomotives. Action complete.</b></p>
<p>Roger Smith, Ian Clayton</p>	<p>The WLA Board Proposal to the SVR Board and WLA Committee regarding the WLA taking ownership of D1048.</p> <p>ACTION: RS to contact RJ and IC to contact PT and JA regarding this proposal.</p> <p><b>UPDATE 300723: all three Committee Members not present at the meeting on the 22<sup>nd</sup> July 2023 have been contacted. All are in favour of the proposal and raised no serious concerns. Action complete.</b></p>

## 1. Welcome

Present: Roger Smith (Chair and Director), Paul Finch (Vice Chair, Publicity Officer and Director), Ian Clayton (Company Secretary and Director), Mike Targett (Treasurer), Darren Shelmerdine (Engineering Project Coordinator), Robin Jones (Maintenance and Standards Engineer), Peter Bamber (Sales Officer), Mark Perry (Editor), Marty Kent (Ordinary Members Officer), Jonathan Sandiford (Legal Officer), Lyn Jones (Working Members Officer).

## 2. Apologies for absence

IC

Paul Tucker (Membership), Jon Aston (Charity's Officer).

## 3. Actions from last meeting

IC

Provided above with ongoing actions from previous meetings as well as new actions from this meeting. Please continue to update Ian Clayton on any progress or completion of actions.

Committee Meeting Minutes from our previous meeting on the 22<sup>nd</sup> July were approved by all in attendance.

## 4. Chairman's Report

RSS

### 1. Opening Remarks

Although there has been no Board meeting held since the last Committee Meeting held on 22<sup>nd</sup> July 2023, a considerable amount of work has been undertaken by the Association in preparing for the SVR's Autumn Diesel Bash which started on Tuesday, 26 September 2023.

Prior to the event, a few WLA Working Members helped to finish off the repaint of D1048 Western Lady at the Midland Railway Centre, Butterley, whilst D1013 Western Ranger was still being re-painted at Kidderminster TMD, including an external clean-up for D1062 Western Courier. The WLA then contributed towards the move of D1048 from Butterley to Kidderminster by road haulage, an event which took two days, arriving at Kidderminster on Tuesday evening, 19<sup>th</sup> September 2023.

All three locomotives then starred at the Diesel Gala event starting off with a photo shoot on Tuesday, 26<sup>th</sup> September at Kidderminster TMD before D1013 and D1048 were placed on static display in Engine Line No. 1 at Kidderminster Station, whilst D1062 was operated successfully on each day from Wednesday, 27<sup>th</sup> September to Sunday, 1<sup>st</sup> October.

I would like to record my personal thanks to all those who helped with the preparation work for the Gala event, which, without doubt, was one of the most successful SVR diesel events of all time. Not only did we contribute with three Westerns, but the WLA organised the display of name & numberplates at Highley Engine House in addition to the Sales Team taking an astonishing £7.8k in sales, an all-time record!

## **2. D1048 Western Lady**

Some great news to report as we have just (officially) been gifted D1048 Western Lady! The transaction was recorded with an invoice received from the owners of just £10.48 which was paid on Wednesday evening, 4<sup>th</sup> October 2023! So now we are the proud owners of three Westerns! As soon as we can get clearance from the SVR, we will be sending out a press release but for the time being this remains confidential information.

The great news too is the SVR has agreed that the locomotive can remain on the SVR for the time being whilst we carry out a full assessment on the locomotive, but the time scale is open-ended!

One stipulation from the SVR point of view, is that arrangements need to be made for removal of asbestos, which is likely to be the steam pipe running through the locomotive, hidden from view.

From the WLA point of view, we agreed with the previous owners that we would undertake to “preserve” the locomotive and keep it intact as far as possible, although in reality we can do whatever we wish. From a legal point of view, it is understood that the Memorandum & Articles of Association allow us to acquire the locomotive as “spares” but if we wish to make the locomotive operational again, then we must change the “Objects” and allow for D1048 to be included, alongside D1013 & D1062, which will then require a resolution and 75% of the vote from Members.

Realistically, it will be too soon to make the changes at our AGM on 11<sup>th</sup> November, but arrangements will be made for the Members to vote on the matter, once the procedure to make the changes has been completed.

It is too soon to confirm just how practical or realistic it will be to make the locomotive operational again and for the time being, the priority will be to return D1013 back to traffic.

## **3. Current Budget**

As there has been no Board meeting since 6<sup>th</sup> July 2023, the current budget has remain unchanged as follows:

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		
<b>TOTAL</b>	<b>£41,900</b>		

### **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
<b>TOTAL:</b>	<b>£15,400</b>
<b>GRAND TOTAL:</b>	<b>£57,300</b>

**4. Winter Maintenance Plans** **DS**

See Engineering Project Coordinator Report.

**5. AGM preparations** **IC**

A discussion took place around final plans for the AGM including sending proxy voting forms out to paid up Members by email, where we have email address, and by post for everyone else. IC noted that he will need the latest up-to-date Members postal addresses for those where we don't have an email contact.

ACTION: PB/PF – to prepare addresses of those Members who don't have email addresses, and send a password protected spreadsheet to IC by the latest Monday 16<sup>th</sup> October 2023.

It was also noted by IC that we need to be very careful sending Members personal data around by email, and storing on personal devices. As a minimum any spreadsheet or document holding Members personal details needs to be password protected. Ideally we would store all WLA documents, including those holding personal membership details on an encrypted secure server. Committee would then access this and not keep membership personal details on personal devices or send to each other by email.

ACTION: RS – talk to Steve Ashdown about secure encrypted storage for all our documentation including secure storage for Members personal details.

**6. Update of 50<sup>th</sup> Anniversary celebrations** **PF**

See separate action update above in actions from previous meetings.

**7. Railway visits 2024** **DS**

See Engineering Project Coordinator Report for further details. It is a good four to six weeks work to prepare the loco for visits to other railways via dead in tow on the mainline. We have a definite invite to the Swanage Railway, and tentative invites from West Somerset, East Lancashire and Dean Forest. Great opportunity to take the loco out again after 10 years, plus opportunity for increasing Membership and Sales. Committee present agreed to commit to Swanage Railway invite. ACTION: DS to progress. Needs to be charged at £500 per day so £1500 over 3 days.

**8. Officer Reports** **All**

**Vice-Chairman and Publicity (PF)**

No report submitted.

**Treasurer (MT)**

I enclose my treasurer's report for the upcoming committee meeting.

Bank:	£153,990.19
Paypal:	£844.23

Total:	£154,834.42
Budget:	£57,300.00
Contingency:	£30,000.00
Available:	£67,534.42

Restricted:	£28,950.33
Unrestricted:	£38,584.09

A fine set of figures indeed. Many thanks to all for producing them.

### **Engineering Project Coordinator (DS)**

Over the last few months I've been involved with maintaining Courier to optional standard and organising and overseeing the move of D1048 from the MRC to the SVR.

D1062 was returned to Kidderminster on the back of the last train on Sunday. This brings 62's booked running season to a close with 100% reliability. Although there was an AVR failure, the loco still complained all its operating days! This comes on the back of last year's 97%. Wow, just Wow.

I thank Robin for his help and advice during the running season and a big thank for getting the brakes of 62 sorted. He has persevered with them and what an improvement over the season.

It has been a year with less operating in general, but for a loco that's 60 years old, these are figures I can live with. Everyone involved should be very proud indeed. Last night both Ranger and Courier took part in the second photo shoot. Both locos looked resplendent. I'd like to thank those involved, particularly Roger, with sorting Rangers bodywork and painting her.

We cannot get complacent though. The regular exams and maintenance that we've carried out over recent years is really paying dividends. I have a program of winter and Preventative Maintenance in mind that I will list. This is nothing we've not done before and therefore think that resources should be able to be more focused on Ranger. Should all go to plan and the B Engine be completed over the winter, then I think we can start Ranger spring or summer next year.

### **Winter Plans**

D1062

Weigh the Loco. Gary Williams has agreed to assist with this.

Check Bogie and Body Heights.

Trim suspension as required.

Oil Samples to be taken.

Spare Dyno-Starter (ex D1062 "A" End) sent for overhaul at Bowers.

Drain "B" End Coolant.

Change the "B" End Preheater.

Change the "B" End Dyno-Starter.

Change the "B" End Coolant Hoses.

Change the Transmission to Heat Exchanger hoses and both ends.

Change the Oil in the Final Drives.

Inspect the Main Wheel Bearing. Mike Kerry has agreed to look over these.

There are a number of Working Members willing to carry out a mid-life repaint on D1062 to keep on top of the bodywork.

During the gala, a discrepancy was noted on the Lubricating Oil pressure on the "A" End Transmission, 5psi in reverse and 20psi in forward. Following discussion, it is thought that the shuttle valve that controls the oil flow in either direction is not working correctly. This can be removed and cleaned, then tested.

D1013

Continue the overhaul.

Welding on one of the Cooler Groups

"B" end Engine rebuild. Oversized iron rings required. Approx £500 each plus tooling the quote for 4 rings, tooling ect has come in at over £2,500. Alternatives have been discussed, but this imports risk and I'd rather do it right to mitigate against future failures.

Oil Samples to be taken Final Drives.

Inspect the Main Wheel Bearing. Mike Kerry has agreed to look over these.

An Engine to Transmission cardan Shaft needs sending for overhaul,

Two Turbos for use on Ranger are required for overhaul. Due to parts required, these will be done one at a time.

D1048

As the focus needs to continue with D1013 and D1062, I propose that only investigative and preservation work be carried out. This will be centred on the Bogies and Underframe. This will require either brushing to remove the surface rust and painting or wax-oiling. Either way the wheels and Bogies are very important for any future use.

**Other preservation work includes**

Removal of remaining asbestos. (Steam Pipe lagging)

Inspection of the Final Drives

Inspect the Main Wheel Bearing. Mike Kerry has agreed to look over these as it's on site!

Oil Sample that have been taken to be sent away

Oil Changes for the Final Drive and Intermediate Gearbox.

Please Note that a small amount of water came out of the "A" End Intermediate Gearbox. This would need to be stripped prior to any future use.

Tarpaulins will be required to cove Lady. If there was an opportunity to store her in the carriage shed or on display in the Engine House then we must take either up.

**Road Trips**

In the next couple of weeks the Dyno-Start will be taken to Bowers. Unfortunately, I don't this all the Turbo Parts will be ready to use the same vehicle, so a second move will be required.

**2024 Gala Visits**

The WLA have received a definite invite to the Swanage Railway Diesel Gala in May, the week before the SVR. Also there have been tentative invites from the West Somerset Railway (June), East Lancs Railway (July) and also the Dean Forest Railway (September). All moves would be carried out by rail if they were to go-ahead. I have

asked what the SVR's Timetable will look like next year so that I could get a feel for the SVR commitments. Unfortunately nothing has been set. I think that once all the maintenance is carried out, D1062 will be fit once again for mainline transit moves with a support crew on board. The Brakes have been proved and the loco is reliable. I think it will be possible to visit 2 or even 3 Railways for their Gala's. I am in favour of a visit to any of these railways.

I would also like to thank the Sales Team for supporting our Running Days and Gala's, providing much needed funds, also getting the name out to a wider audience.

Let's show everyone that the WLA is well and truly back as the Premier preservation group. I know that we have a great team and we are capable of succeeding with our objectives.

Thank You and Well Done!!!!

### **Maintenance and Standards Engineer (RJ)**

Brief update on 1062's brake system performance:

The start of this year's operations required 1062's braking system to be configured back to BR standard set-up, as per 1015.

However, it soon became evident that the brake proportionality wasn't quite right and there was a marked difference in vacuum brake performance dependent upon which cab the loco was being driven from.

To cut a long story short and following some technical advice from Railway Brake Services, I discovered a problem with the brake frame control pressure limiting valves which weren't delivering the correct air pressure to both the brake distributor and AV2 vacuum relay valve.

The control pressures are normally set-up at works overhaul & it is unclear when they were last checked on 1062 in preservation. The distributor works with the AV2 to ensure that the train pipe vacuum is set correctly and its rate of fall is controlled when either of the driver's M8 brake valves is moved to a braking position. The distributor also ensures that sufficient loco braking is applied to complement train brake force (i.e. brake proportionality).

Basically, we've now been able to set-up the limiting valves to current dual brake specification and trim both driver's brake valves thanks to procedures supplied by Keith Nicholson at RBS. The procedures will also enable us to check that the system remains compliant after we've changed brake frame components and will complement the current brake test which I have updated to reflect the new vacuum brake settings. I received favourable comments from 62's train crew during the diesel gala which suggests we've probably got it just about right.

### **Membership Secretary (PT)**

My apologies for being unable to attend due to prior commitments.

I also regret not attending the Gala. This was due to my recent indulgence in the "falling down concrete steps experience" which I'll give a negative review on Trip Advisor!

Our membership currently stands at 351.

This is made up of 214 Adult, 94 Senior, 17 Family, 3 Junior and 23 Life.

The improvement is mainly due to the recruitment drive at the Gala, plus a few from my efforts to chase non-renewals.

I need to raise one matter – several members joining online have asked why, as they have paid for a year’s membership, their card shows an expiry date of this December. Although I’m aware of the wording of the constitution regarding the membership year, is there actually anything to prevent me from issuing cards with an expiry 12 months after the joining date?

We discussed this as a Committee and agreed the only way to manage this was to apply expiry 12 months after joining. ACTION: IC to work with JS to update our Articles of Association to reflect this change in Membership management. This will be included as part of wider changes to our Articles.

### **Sales (PB)**

#### 1. Events

a. Well, after taking £4,500 at the Spring Gala and thinking how can we beat that, sales at the Autumn Gala were no less than £7,900 – now how do we beat that!

b. The Autumn 2023 WLA Raffle was also very successful, grossing £4,140, another best ever result.

c. We will have a small selection of goodies for sale at the AGM.

d. Preparations are in hand for our Celebration of 50 years of the WLA at STEAM Swindon on 27th January next year.

#### 2. Publications

a. Work is continuing on a publication to celebrate 50 years of the WLA in 2024.

b. 52 copies of the new “Pyramid of Hydraulics” book by Mike Woodhouse sold out during the Gala but are now back in stock with a further print run of fifty planned for next month.

#### 3. Merchandise

a. We bought a hundred Western badges earlier this year, fifty blue Ranger and fifty maroon Courier. I have one maroon badge left so am in the process of ordering more, including a green one just for Lyn.

b. A WLA 50th commemorative badge has just been delivered and received rave reviews.

c. All thirty of the full-size reproduction in MDF have now sold and Rob Riley is going to donate a Ranger name and number set to help fundraising next year – red background anyone?

d. The Dapol limited edition 00 model of Ranger in Maroon SYP has finally arrived from China, there are only fifty and to date eighteen have been sold or reserved.

#### 4. Second-hand Books and Memorabilia

a. We have had many generous donations of second-hand books this year, nearly all have sold and given our income a real boost. Other items donated include models, engine parts and bits of D1048's skirt! Finally a guy approached me at the Gala to ask if we could use some unwanted stamps after he sold his business – of course I said yes and received over a thousand pounds worth!

### **Editor (MP)**

Costs for the autumn 2023 issue were £792 for printing, this was slightly more than the spring issue and is accounted for by increasing the print run from 375 to 400. Price per magazine remained at £1.98. The total sent out is as follows:

336 UK 2<sup>nd</sup> Class mail - £252.00

9 Non UK 2<sup>nd</sup> class mail - £19.80

12 Hand delivered –

Total sent - 355 (This includes all members on original list plus all new/renewals up to 3<sup>rd</sup> October)

Postage Costs - £271.80

Work has already started on the spring 2024 issue, with the proposed visit to the Swanage Diesel Gala all material for the magazine will need to be with me by March 24<sup>th</sup> 2024 to then publish in the first week in May.

A cab ride was given to Ian Norledge and his wife in September for the contributions to the 2022 magazine. I will still need to arrange one for Alan Byrne and the Masterpiece models team in 2024 once the rosters are out.

With the focus being on the move of D1048, the bogie move has been parked at present. Steam crane cannot lift the complete bogie from its current position. If we want to move it complete then it will need to be moved closer to the running line. Alternative is to strip the bogie down and move sections at a time. Engineering input is needed with the steam crane team to agree a way forward.

Once the announcement of D1048 coming to us is made I will start work with Colin Marsden to begin production of the new brochure.

### **Items to Raise**

1. I have completed typing up the stories that Mike Woodhouse gave to Roger. Mike has suggested an A5 book with these in to support Rangers bogie appeal. My proposal is to do a Western Courier magazine special, which we could sell with a reduced price for members. I also will need to source pictures of the locomotives mentioned in the stories and plan to see what Colin Marsden has as well as putting out an appeal on WLA Facebook page and in the e-newsletter.

### **Charitable Officer (JA)**

Not too much to report. I have collated all the files that Derek passed over and now have some information from Michael. I need to have the details of new Members and access to Gift Aid Forms. We then need to switch the authorised person with HMRC and Charities Commission to me. I am waiting for Derek to finish dealing with outstanding claims before we do so. I am exploring how we can claim Gift Aid on items donated to us to sell. This is possible, but we need carefully worded forms that I am working on.

**Secretary (IC)**

No new matters arising to report above and beyond those already in progress and discussed above.

**Legal Officer (JS)**

No new matters arising to report above and beyond those already in progress and discussed above.

**Working Members Officer (LJ)****EARLY DAYS WAYS OF WORKING**

With the 50<sup>th</sup> anniversary looming and after the incredible success of the gala and the memories it evoked for so many people, it got me to thinking of how I got involved with the WLA and how the early days were so different to what they are today. I started volunteering in 1983, a mere 40 years ago and not as long as a few of the working members but here are just a few of my thoughts and memories from then which aren't hugely different to what things were like before I started.

My first visit to the SVR was after many weeks of nagging Nick Townsend as I was fed up with being left at home each weekend. So in March 1983, he finally brought me to Bridgnorth so I could see what went on at the weekends. The rest as they say is history.

One of the first things I was taught was how to decompress an engine and bar it over. D1013 was always filling up with water and needed this doing quite often. Obviously I'd had no experience with any work like this but each job I did I was patiently shown how to do and was then left to it, the working members were and still are very good at sharing the skills needed for the various jobs to be done. As you may have seen in a few photos I've shared recently on the Facebook group we used to do these jobs in all weather, freezing cold, wet, the heat of summer, all outside. On the flat wagon, with the engine stand on top of blocks of wood, it worked, but not ideal. On the filthy, cold, wet ground as well. The washing facilities weren't the best at the time, a Belfast sink with cold water and swarfega had to suffice in where the washroom at Bridgnorth now is. At least these days we have warm water to wash in now!

We used to sleep in the stock in platform 2 at Bridgnorth, ice would be on the inside of the windows during the winter, the air we breathed out turning to ice as well. We tried to warm the coach up with fan heaters and managed to burn out a couple of them! These days if you are lucky you are allocated sleeping accommodation at Bridgnorth which although is not great luxury, it is somewhere to get a reasonable sleep, and it has a bonus of a heater that works without overheating!

These days things are vastly different and both loco's are now at Kidderminster and we have undercover facilities when we need them, we have clean pits instead of having to book a time to fit in with the steam engines at Bridgnorth, having to shovel out the ash and clinker before being able to do any inspections or other work. The bonus of experienced people from the other groups at the TMD who have similar engineering issues to deal with and talk to about, getting ideas and solutions to problems, instead of muddling through and making do and not being able to ask for help or advice. We managed though, and those early working members were very good at sourcing spares and finding companies who made parts that were needed.

Tools; The WLA over the years has sourced, been given, borrowed, acquired, or bought many tools and are all still used to this day. We used to just have the two containers to store them in at the back of the shed at Bridgnorth but some 'negotiating' of sorts,

was made to acquire the hut (in other words we told Andy Healey we were having it!) . Our hut at Bridgnorth has evolved from part workshop/ part sleeping accommodation, built and designed by Hugh Searle and named Chateaux Bijou, fitted with the most basic ex prison bunk beds, it is still referred to as the chateaux today. Now though it is part workshop/ part storage that has all sorts of tools and equipment that are needed, more on the smaller scale these days and now we have more containers both at Bridgnorth and Kidderminster.

Most work used to be done on the loco's in situ, such as cylinder heads for example, the roof panel was removed and a couple of crow bars were put across the gap and then with some rope slung over the crow bars we would try and lift the cam box off sometimes using the Sambron. The cambox would either be put on the floor on the walkway side or outside the loco on some wood. This would take up most of one day. Nowadays of course one of the big items available in the TMD is the crane and we can have the cambox out within minutes.

Sometimes if we needed a crane in the past we had to book a weekend in advance to have the steam crane fired up or in later years use the A frame crane that had been constructed outside the hut at Bridgnorth, this was not ideal and on occasion a crane was hired in to complete heavy item jobs. The ability to lift an engine out of a locomotive within an hour, instead of hiring a crane in or using the steam crane, setting the crane up with the stabilising feet, lining the gib up and strapping the engine up and lifting it out. Then reversing the job with a replacement overhauled engine if one was ready to go back in. A day's job or more back then, the time it has saved!

Whoever would have thought that we would ever have the facilities to lift one of the locos off its bogies and do some essential repair work by removing worn parts and then replacing with refurbished parts, I don't think we ever contemplated that. Some parts would be removed from the loco and taken home for clean-up and overhaul. Once we had taken over the hut, those jobs could be done on site. Then gradually the container collection grew.

On a social level, back in the day..... a request for an evening token and we'd pile on the loco and head up to Highley for a pint and a meal and obviously return a couple of hours later, mainly we would go to High town, to various different places. These days we can't simply request a token to go on a jolly up to Highley but occasionally if there are a few people around at Bridgnorth we will go up to High Town for a meal and sometimes in Kidderminster, but people don't necessarily hang around into the evenings so much anymore, so it is far less frequent.

Let's hope we can carry all of this on for years to come and see how things change and evolve again in another 10 years or so when we have at least 2 loco's working.....

**Ordinary Members Officer (MK)**

No new matters arising.

**9. AOB/dates of next meeting**

**IC/All**

AGM 11<sup>th</sup> November 2023 (Kidderminster Railway Museum)

Committee Meeting 24<sup>th</sup> February 2024 (TBC)

Committee Meeting 6<sup>th</sup> July 2024 (TBC)

Committee Meeting 12<sup>th</sup> October 2024 (TBC)

AGM 2<sup>nd</sup> November 2024 (TBC)

**10. Close**

**[www.westernloco.com](http://www.westernloco.com)**

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  
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