



Western Locomotive Association e-Newsletter – April 2024

Welcome

Welcome to your latest WLA e-Newsletter, covering WLA activity in March.

It has been a very busy MONTH – a case of “all hands-on deck” in order to complete the winter maintenance being carried out on Courier and have her ready for an engine start in April, ahead of her first scheduled service train of the year on Saturday 4th May. Courier will be in operation both days that weekend – the 4th and 5th, and also on Bank Holiday Monday 6th – a rather special day when she will be celebrating 61 years!

At the start of the month, on Tuesday 5th March, D1062 is seen at Kidderminster, being very much the centre of attention as winter maintenance activity nears completion – see News Updates for the latest updates and information on progress.



The other big news this month has featured D1015 Western Champion, which carried out a light engine Test Run and Crew Training Trip on Tuesday 12th March – heading out from Kidderminster, across the “northern” Cotswolds to Oxford, then down to Didcot and along the GWR main line to Swindon, before heading back across the “southern” Cotswolds to Gloucester and Cheltenham and back up the main line to Worcester and on to Kidderminster.

The trip was a great success and Champion was captured below by Mark Perry at Kidderminster as she departed for her “away day.”



Further pictures of Champion’s Day Out feature later on in the newsletter, thanks to all that sent in their pictures – please keep doing so, this is after all YOUR newsletter and the more content you supply, the more interesting it gets.

Following this success, D1015 Western Champion’s first two mainline outings in 2024 were announced – On Sunday 14th April, Champion will depart London Paddington for Birmingham, hauling The One Way Wizzo. This trip is already fully booked – everybody wants to get back behind a Western on the mainline, and Wait Lists are now in place for those wanting to join to event.

Then on Saturday 1st June, Champion will be hauling a tour from Birmingham to Paignton for The English Riviera Airshow – again, tickets are selling fast, so you need to book now to ensure a seat on this great day out.

That same day, and the WLA were also on “Tour”, with Messieurs Finch, Bamber and Kite presenting to the Great Western Society – Bristol Group with our presentation – **The HIGHS & LOWS of Preserving, Maintaining & Operating TWO / THREE Western Class 52 diesel hydraulic locomotives.** Read on to hear all about it. Our next trip out is on Friday 5th April to The Cirencester Railway Society.

Planning ahead – One of our eagle-eyed members has noted that Courier’s last day in service was 26th July 1974 – so we have another 50th Anniversary to celebrate! Withdrawal was then a month later on 23rd August 1974.

We are currently scheduled to operate services with Courier on 27th July (just one day out) and also on 22nd August (again just one day out) – so we may be planning something special to celebrate – and at least it’s an opportunity for another special headboard perhaps?

D1062 Western Couriers 2024 operating days are published in full later in this e-Newsletter – so read on and put them in your diary, we are looking forward to seeing many of you at the Severn Valley Railway this summer enjoying the sight and sound of a might Maybach in action.

To end this Introduction with something a little different, there has been a great deal of activity recently on the Severn Valley, topped off by the recent arrival of Blue Peter for Test Runs.

I am sure, like me, just the very name Blue Peter takes us back to our younger days and watching the children’s TV program of the same name.

Well, in 2024, Blue Peter remains a magnificent site and is seen below on Tuesday 26th March leaving Kidderminster and heading up the line back to Bridgnorth with a full set of stock – alas no passengers at this stage – but the sight and sound was indeed very special.



In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair
- **A Legacy Guide**
- Monthly News Updates – an update on all that has been happening over the last month.
- Western Courier re-visited.
- Whizzo Woods.
- Sales Team Update.
- Membership News.
- Book of the Month.
- Media Coverage.
- Severn Valley Railway News – Running Dates & Events.
- Members Forum & Gallery – where we hear directly from you, our WLA membership.
- Closing Notes / Book Ends.

Of course, the usual reminder - the aim of this e-Newsletter is to keep you up to date on all things “WLA” – what we have been doing and what is being planned along with anything else that we think you will find interesting. Your feedback and suggestions regarding what you want to see and read are important, so please do share, and please do not hold back!

And please send in anything that you think will be of interest to your fellow members – memories, photographs, stories and articles - and help to keep this e-Newsletter alive and interesting and informative.

News from the Chair

First of all, I hope all our readers have had a very Happy Easter, dodging all the April showers which seem to fall in every month! I’ve managed to find some time to help out with D1062 albeit on the cosmetic side with painting “B” end yellow, plus some blue bodywork, whilst other members get on with the “real work” inside the loco!

Anyway, as things stand at the moment, there’s still lots to do, both inside and out, and so if you can lend a hand between now and the end of April, that would be great, as we’re going to be hard pressed to have the locomotive up and running in time for May. And if you’re not sure what to do, please just contact, Darren, Paul F, myself or simply message the Working Members’ WhatsApp Group!

There’s not too much to add to my previous notes for the monthly newsletter, so at least you don’t need to read too much from me this month, at least until the WLA magazine is sent out!

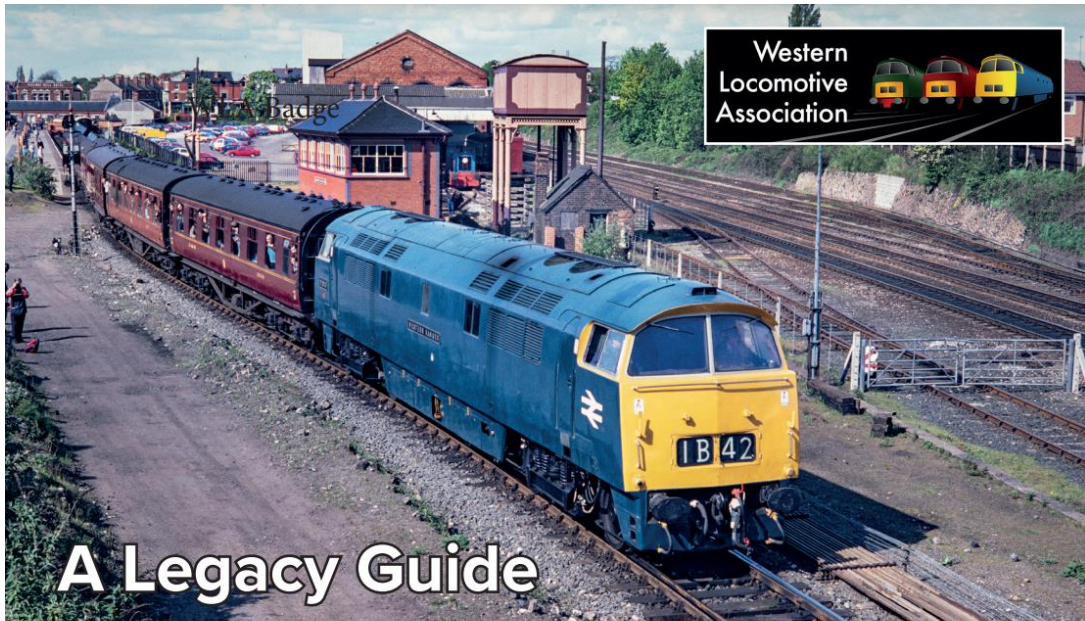
There is however, a new “[How to leave a Legacy](#)” download PDF document designed and produced, thanks to Colin Marsden. This is available from our website from the “About” drop down menu, and the document itself can be seen at: <https://westernlocomotives.com/wla-legacy-guide/> A copy of this guide is also included in full over the next 4 pages of this newsletter.

Other work in progress will be the option to make donations by Stripe for those members who place or renew their memberships on-line. This will be made possible thanks to upgrading our membership plugin, together with some programming work by our site designer - Steve Ashdown. I’m hoping that this will be in place within the next few days....!

Thank you!

Roger Smith, Chairman

A Legacy Guide



How you can help future generations enjoy the sight & sound of Westerns....

....and how you can have your very own

WESTERN MEMORIAL!



Leaving a legacy to the Western Locomotive Association

The WLA was one of the first preservation groups to purchase a mainline locomotive in the UK and this was successfully achieved in October 1976, with the purchase of D1062 *Western Courier* before the remaining members of the class were withdrawn. The WLA was also given the responsibility of looking after D1013 *Western Ranger* from 1977, which was privately owned until purchased by the WLA in August 2004. More recently, the WLA were honoured with the gift of D1048 *Western Lady* in October 2023.

Thanks to the help and support from the WLA Members and all those who have helped the WLA over the years, the WLA has managed to keep the sight and sound of at least one working Western every year, for nearly half a century! Who would have thought that would be possible back in 1977, when the last of the class were making their final trips on British Rail?

Without doubt, none of the above could have been achieved without the generous contributions made by individuals over the years. This has included both donations and legacies which have enabled the WLA to maintain and operate its locomotives to such high standards, at least to the equivalent of what would have been expected in BR days.

The purpose of this Guide is to provide suitable wording for those Western/Thousand/Class 52 enthusiasts who wish to make a bequest. It is important that the correct wording is used to prevent the whole legacy from being invalidated. Making a bequest in a Will is a tax efficient method of giving, as it is free of inheritance tax and can greatly benefit the process of estate planning. There are several ways in which a legacy donation can be made, and the following are examples of the wording that could be used:



General Purposes Requests – Example wording:

Residuary gift

Subject to the payment of my debts, funeral and testamentary expenses, I give the whole / _ % of my estate not otherwise disposed of by this my Will to The Western Locomotive Association Ltd (WLA) of 5, Prospect Place, Millennium Way, Pride Park, Derby, England DE24 8HG, a Registered Charity No. 1115058, for the general purposes of the WLA and I declare that the receipt of its Treasurer or other proper officer shall be a full and sufficient discharge.

Pecuniary gift

I give free of tax to the Western Locomotive Association Ltd (WLA) of 5, Prospect Place, Millennium Way, Pride Park, Derby, England DE24 8HG, a Registered Charity No. 1115058, the sum of £__ for the general purposes of the WLA and I declare that the receipt of its Treasurer or other proper officer shall be a full and sufficient discharge.

Bequests of a Specific Item or Collection – Example wording:

I give free of tax to the Western Locomotive Association Ltd (WLA) of 5, Prospect Place, Millennium Way, Pride Park, Derby, England DE24 8HG, a Registered Charity No. 1115058, the.....(insert specific items) and I declare that the receipt of its Treasurer or other proper officer shall be a full and sufficient discharge.

NB. In such instances there may be a cost involved in transporting item(s) in question to the Severn Valley Railway, where the WLA is based and it is suggested that additional wording is added:

‘and I authorise my Executors to pay the expenses of transporting the said.....
(insert specific items) to the Severn Valley Railway from my estate’.

Additional wording to be considered

‘If at my death the above charity has amalgamated with another charity, my Executors shall pay its share to the amalgamated charity.’



How you can have your very own WESTERN MEMORIAL

For any legacy left to the WLA you can choose how you would like to be remembered! This might be from one (or more) of the following:

- 1) A private Obbo attached to a WLA Western hauled train for friends and family on a suitable operating day
- 2) A memorial wreath added to a WLA Western locomotive operating on the SVR on a suitable operating day
- 3) A special headboard and reef added to WLA Western locomotive operating on the SVR on a suitable operating day

Please state which of the above you would prefer in your Will and please state: 'and I authorise my Executors to pay the expenses of' (insert one or more of the above)



And finally...

Please remember that your gift will help keep our Westerns running for future generations to enjoy! Thank you!

NB Please note that we strongly advise that you to consult your legal advisor before drafting a new Will, or updating an existing one.

*The WESTERN LOCOMOTIVE ASSOCIATION is a company limited by guarantee. Registered No: 3873466
Registered Address: 5 Prospect Place, Millennium Way, Pride Park, Derby, England. DE24 8HG
Registered Charity No. 1115058*

News Update – March 2024 (All pictures supplied by Working Members present at the time)

Saturday 2nd March

Teams were present at both ends of the Severn Valley Railway. Reported from Kidderminster – “I found this bit lurking in the locomotive, so I painted it!” One of Courier’s Fly Wheel Covers, which get taken off regularly, especially when the engines are barred over, and so they do get quite scratched.



And not to be outdone, “bit of pigment applied at the north end too!”



Thanks to those at Kidderminster and Bridgnorth for the continued progress – we are all very conscious that the clock is ticking – our first operating day in 2024 being **Saturday 4th May** – just 9 weeks away (from Saturday 2nd March)

Tuesday 5th March

A busy day was in prospect with a van hired in order to transport the refurbished Preheater from Bridgnorth to Kidderminster, along with any other parts that needed to be moved.

Arriving at Bridgnorth, it was an opportunity to see firsthand the “applied pigment” from Saturday 2nd. You may not believe it, but this is a different photograph from the previous one!



One of the actions currently taking place behind the scenes is an application to the SVR for match funding of the planned project to move our spare bogie from Bridgnorth to Kidderminster, and thus freeing up some much-needed space at Bridgnorth, and improving the outlook that visitors get as they walk from the top car park, down the hill and into Bridgnorth Station.

This is the view that they currently get – and I am not sure visitors are al fully appreciative of the beauty of a Class 52 hydraulic locomotive bogie – especially as it is covered.



The challenge we face in moving the bogie is more fully appreciated when its position is fully realised! It is proposed that it will be craned from its location and be lifted over the wall and onto a loader for transport to Kidderminster.



Meanwhile, at Kidderminster, track is being laid to accommodate the bogie when it arrives. We are anticipating that the move will take place sometime over the summer.



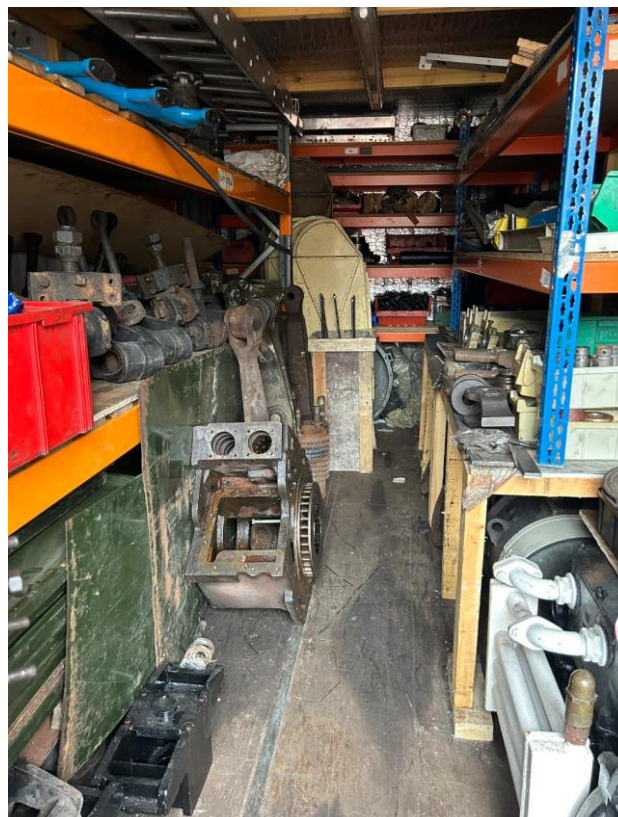
Back to the purpose of our morning at Bridgnorth – the moving of the overhauled Preheater to Kidderminster where D1062 awaits its installation.



The Preheater was soon secured in the van, quickly joined by one of the “smaller” transmission castings currently stored at Bridgnorth but required at Kidderminster.



This need free up some space in the Bridgnorth container, which had been rather “crammed full!”



Also spotted in the container, and maybe due to be transferred to Kidderminster at a later date, Torque Reaction Arms (I hope your memory recalls these following last year's torque rubbers replacement project, and Heat Exchangers – now they are HEAVY!



A Team Shot was attempted but it is not always easy to get everyone's attention, and where was Darren 😞



Proceedings were overlooked by a collection of the Severn Valley Railways' steam locomotives and one of the Bridgnorth shunters.



Back to Kidderminster and the TMD and Paul and Roger enjoying the sunshine before getting back to work.



Following our success reported last month in acquiring at Auction a set of head code boxes from Western Emperor, these (well one) have now been stored for safe keeping at Kidderminster.



One of the days tasks was to try and start fitting the new Heat Exchanger Hoses, two at each end, on Courier – as the locomotive is not going anywhere until these are refitted.

Old and new seen below, after the big reveal, the new are hidden underneath the green blanket.



WOW!

4 for Courier and 4 for Ranger. Unfortunately, we were not successful in fitting the first hose, having tried to execute on Plan A, then B, then C – so back on Saturday 9th to attempt Plan D!



Meanwhile, the Preheater was safely delivered to the TMD on the WLA on-site Transport Vehicle.



Paul and Roger were at Kidderminster specifically to reconnect the electric to the now installed and overhauled Dyno Starter.

Unfortunately, a problem was encountered as is evident in the following picture – unfortunately, the lugs located on the ends of the four wires, which were connected to the previous and now removed Dyno Starter, are too small for the terminal studs on the new overhauled Dyno Starter – or putting it another way, the terminal stuffs on the block on the new Dyno Starter are TOO BIG!



This is how things should look in the perfect world, this was a check made at the other end of the locomotive.



So, the plan is now to lift out the Dyno Starter again and fit the block with correct sized terminal studs from the removed Dyno Starter to the new one, and then re-install. This will be scheduled over the next week.

The last job of the day was to disconnect the batteries and the Hawker Siddeley boxes on Courier ahead of our welder attending in Saturday 9th to carry out some required welding work.

Meanwhile out in yard, a collection of green locomotives – 20 007 with small yellow panels, and just nudging into view, 40 106 with full yellow ends. Maybe Lady should join the group in Green?



The day ended with a farewell shot of Courier, following a good and positive morning, the Pre Heater delivery ready for fitting, but then the hiccup with the Dyno Starter and the challenge of refitting the Heat Exchanger Hoses. Roll on the next weekend!



Saturday 9th March

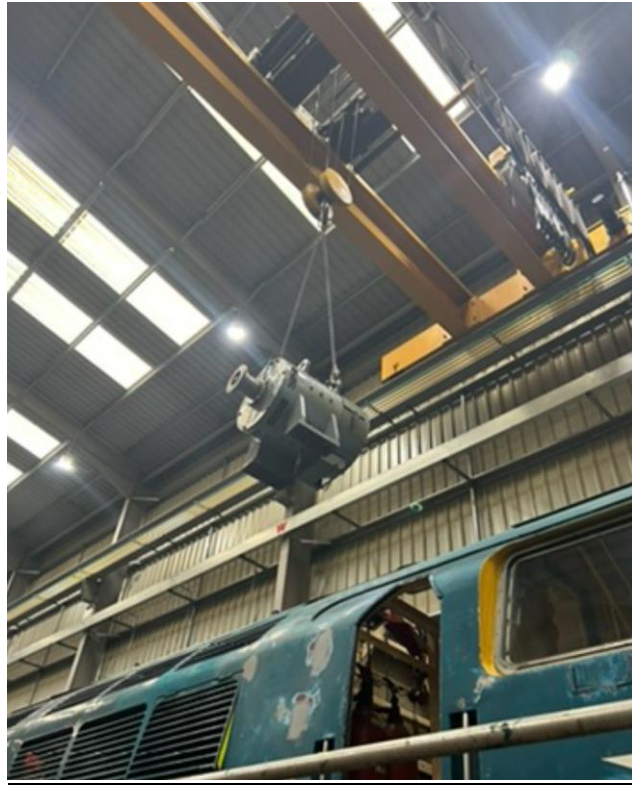
A sneak PEAK!

I had been asked if I could get a photograph of the boiler in the Peak which was hauling the Saturday Diesel Service. So, with permission granted, the following picture was captured. The boiler is "x" Class 52 – so deserves to be featured. It was roaring away, and certainly providing the required steam heat. I was soon out of the very cramped compartment where it is located, right behind the cab at one end of the locomotive.



Back to the tasks in hand, and it was out again with the Dynostarter, lifted in just a few says before 😞
With the help of the fantastic TMD Team, this proved to be light work, and the Dynostarter was soon aloft and flying again!





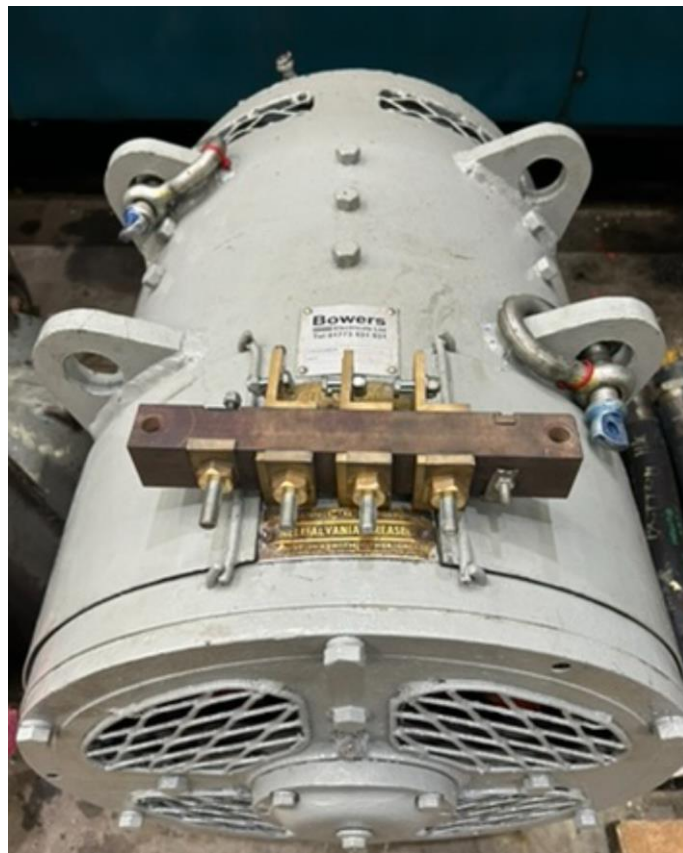
Back on the floor, the incorrect size terminal studs are more accessible and will be swapped out in the week.



Back in the container, both Head Code boxes from D1036 Western Emperor were re-united, and safely stored ahead of trial fitting on D1013 Western Ranger – where they are quite rusted at one end.



And with the help again of the TMD Team, and the trusted JCB, the “old” / removed Dynostarter was lifted and the block with the right sized terminal studs was quickly removed, and ready for fitting on the overhauled Dynostarter in the week.



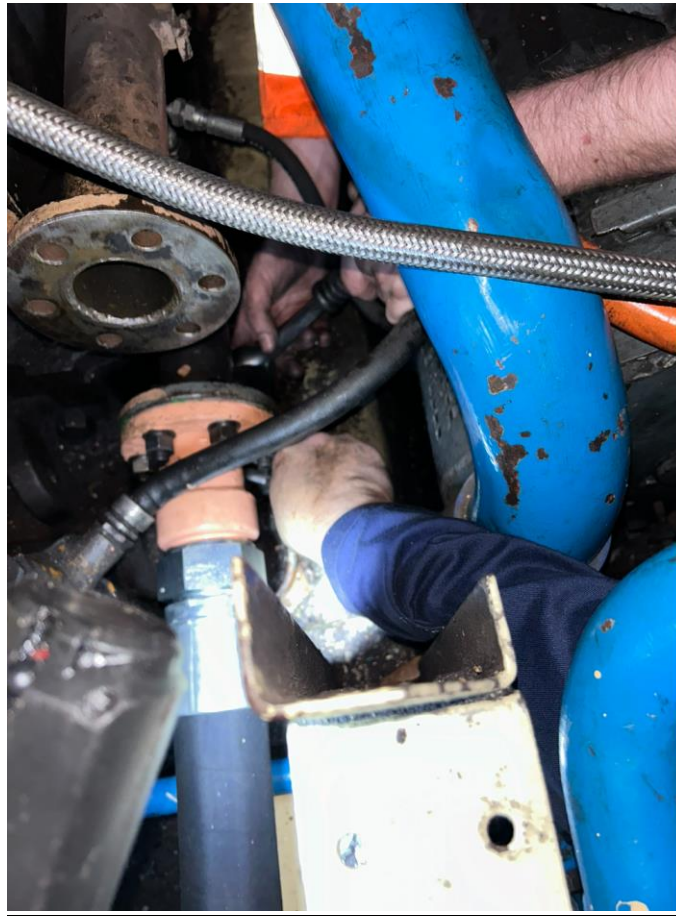
The blocks now fitted on our locomotives were designed and manufactured a few years ago by Derek Payne and are a vast improvement on the old BR designed blocks, which had a tendency to break up and become a fire risk over time.



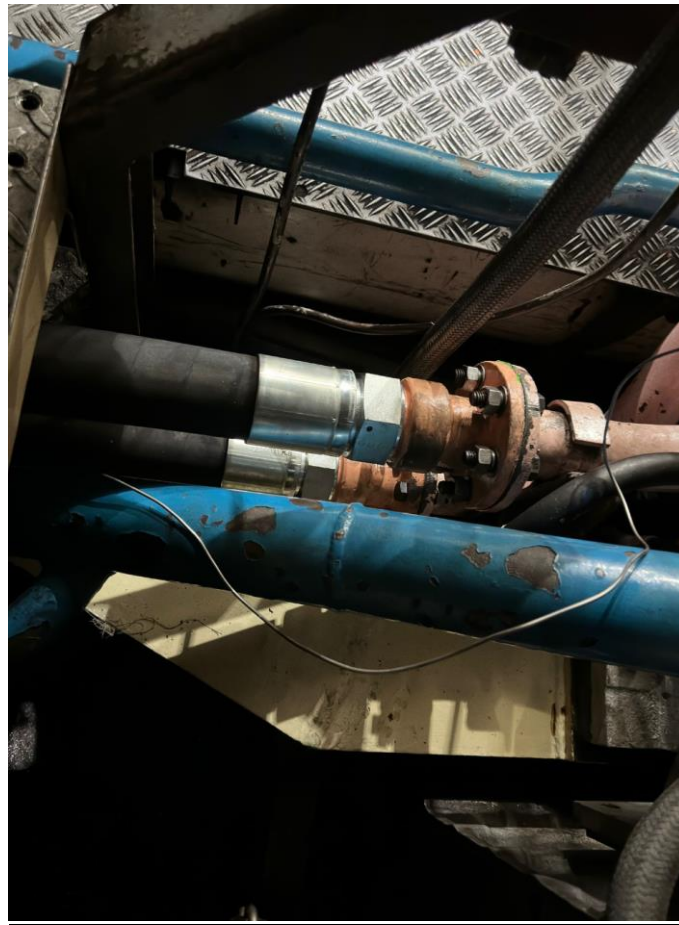
Back in the TMD and it was back to the refitting of the Transmission Heat Exchanger Hoses. One can be seen below reconnected – with the top hose still to be returned.



Its fiddly stuff, I think that is a pretty accurate technical term, as multiple hands are required, and are required in positions where hands are not designed to reach.



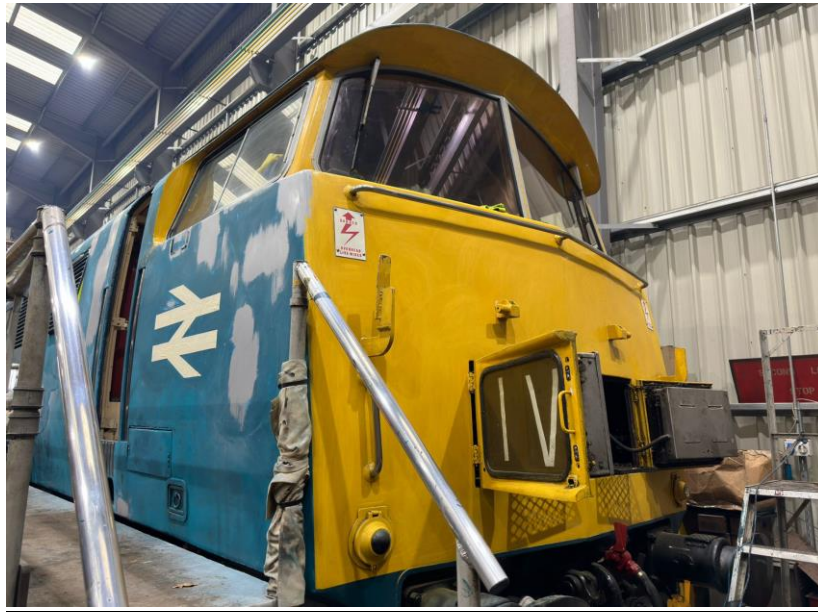
With perseverance, the job at one end is completed. I have to say, the team doing this did a great job.



Rubbing down and priming work was continuing on the outside although with the locomotive in its current position, some of the bodyside is not accessible and the locomotive is going to be needed to be moved soon, hopefully onto the centre road and over the pits so that unrestricted access is available, and the preparation work can be completed prior to a repaint – which needs to be done in one day in a one continuous session.



That however does not stop the ends being painted which are fully accessible, work is soon underway as seen below.



Another task identified was to remove some of the oil pressure gauges which are in need of some attention – they have now been sent away for overhaul.



Sunday 10th March

Sunday is always a slightly quieter day and Mark and Lyn were busy on D1062 changing more of the hose clamps on the water-cooling system.



Roger, in between other SVR duties, also managed to get the first coat of yellow onto "B" end – it still required a 2nd rubbing down and the application of a second coat.



Tuesday 12th March

A BIG day, with many WLA members out chasing Westerns again, just like the old days. D1015 Western Champion is out on a Test and Driver Training Run, to Worcester, Oxford, Swindon, Gloucester and back home.

Thanks to **Peter Squire** and his pictures of Champion passing Droitwich.



I started the afternoon position on the footbridge at Hinksey Yard, just south of Oxford.



More pictures of this event are featured at the end of this e-Newsletter.

That seem evening, we made a presentation to the Great Western Society, Bristol Presentation – presenting our slide show – “The HIGHS & LOWS of Preserving, Maintaining & Operating TWO / THREE Western Class 52 diesel hydraulic locomotives.”

The crowds are seen gathering below – with John Kite still trying to work out how to operate his new mobile phone 😊 and Peter Bamber telling a few jokes – he was the warmup act 😊 😊



Nearly 30 people attended the session and enjoyed the 2 ½ hour presentation. Next presentation – to The Cirencester Railway Society on Friday 5th April. The WLA Roadshow is starting to get fully booked!



Wednesday 13th March

Back to the TMD and one of those days, where the PLAN is GOOD, the execution is FRUSTRATING – in summary, the block was fitted to the Dynostarter, the Dynostarter was lifted back into the locomotive, connections could not be made, some language was heard, the Dynostarter was lifted back out of the locomotive, adjustments made, the Dynostarter was lifted back into the locomotive, all was good and all electrical connections completed, the whole day had passed, Darren S, Paul F and Roger F left happy. Bolys now just need tightening and the Vulcan Coupling fitted and centralised, prior to the cardan shaft being reconnected – that’s for another day (tomorrow).

Meanwhile, Mark P and myself spent nearly the who day removing the last 2 flanged from D1013 – they just didn’t want to come out – we had to resort to Darren in the end – he solved the problem in 10 minutes! Lesson learned – go to “experience first!”

The day started with D1015 Western Champion at rest after the previous days successful trip around the Cotswolds.



Not wanting to join the Dynostarter and Transmission Hose parties, Mike was busy working in D1062’s bodyside – and busy with his black hammerite!





The Dynostarter is seen back in the locomotive below – was this before or after it was lifted out again?

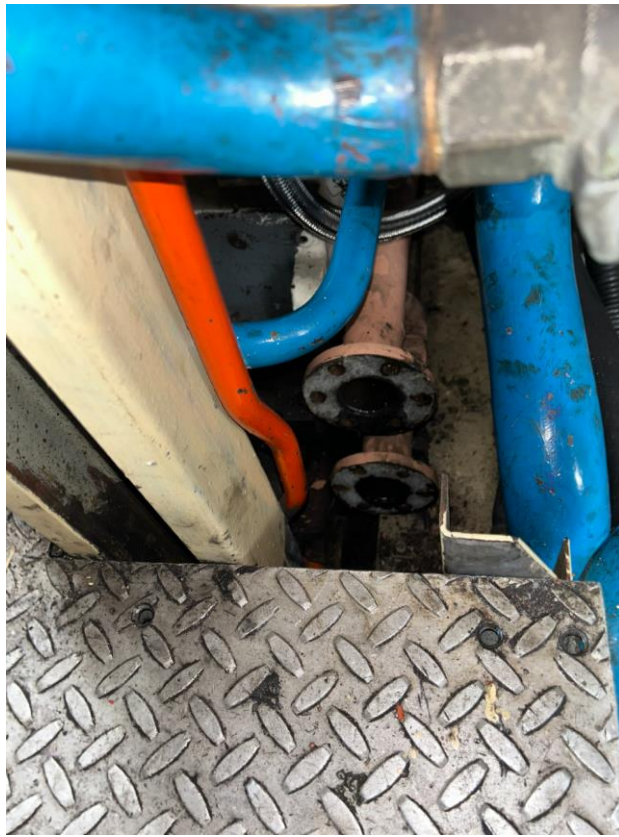




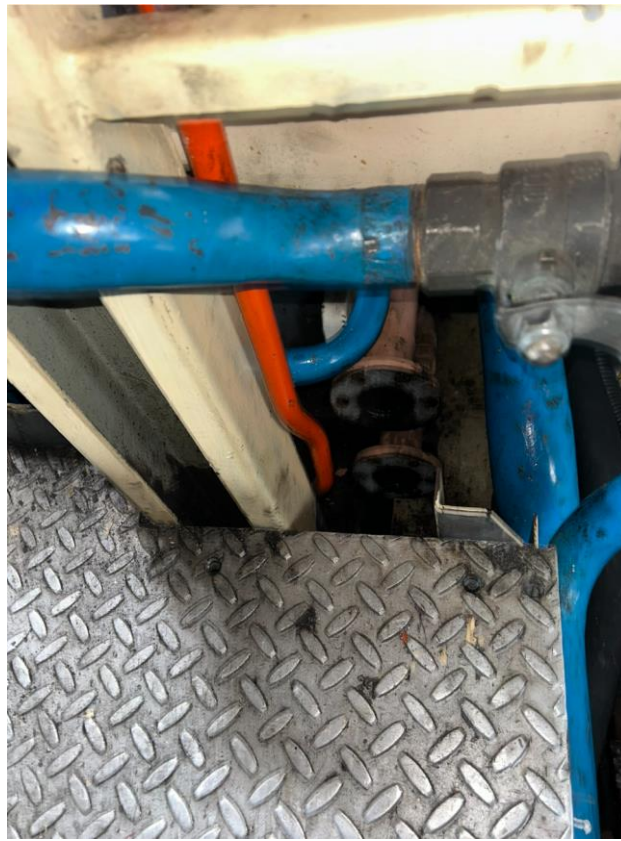
These are the two flange pipes in D1013 following the removal of the flanges – they just didn't want to join the party and refused to budge until Darren persuaded them otherwise.



The next few pictures are shown just to highlight their location and accessibility!



We did try to remove the walkway – but that wouldn't budge either!



The end result of Mike T's day in the TMD – great progress made. She will look magnificent when completed.



Team shot of the day....



And those Flanges!!!!!!!!!!!!!!

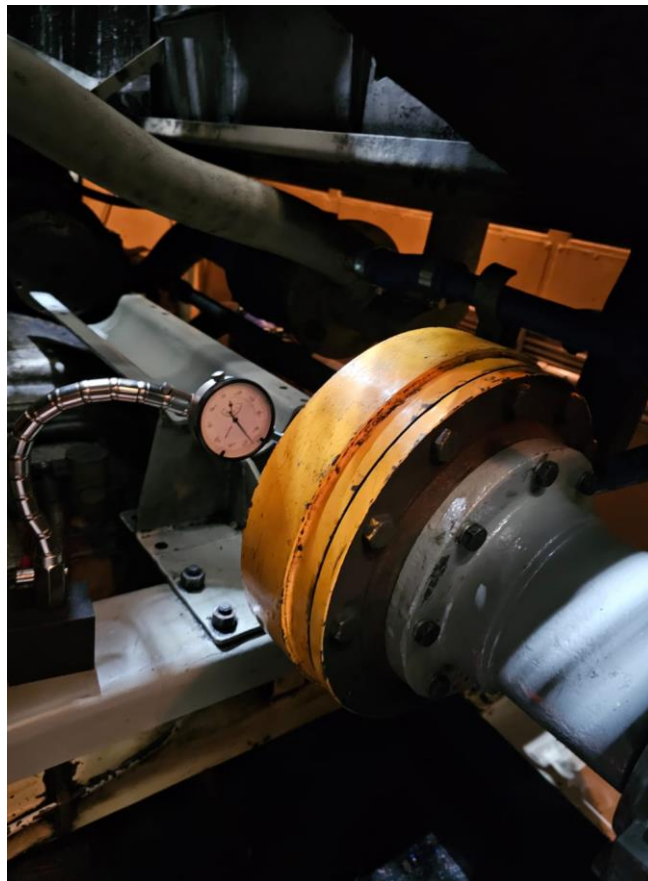


D1015 still there, basking in the spring sunshine at the end of the day.



Wednesday 14th March

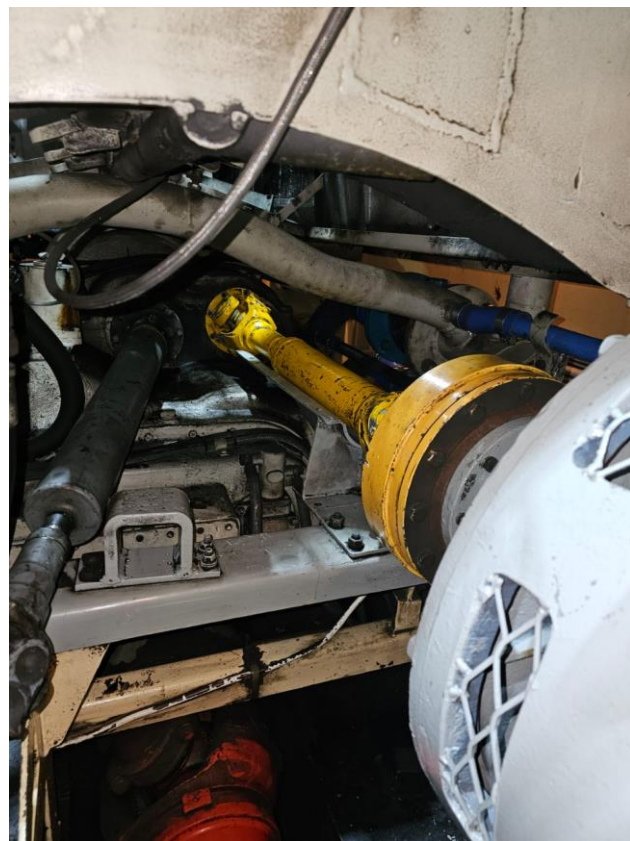
Further progress made with the Vulcan Coupling being re-fitted to the Dynostarter and clocked up. The Cardan Shaft has also been put back in but not bolted up – this is a 2-to-3-person task and will take place over the coming days. Once completed, everything will be tightened, checked and marked up. The Vulcan Coupling is seen below.



The Dynostarter is fully bolted down.



Some pictures of the almost completed installation.



We end with a final picture of the Hydraulic Transmission Hoses back in place on D1062, fully checked and marked up – and ready for action.

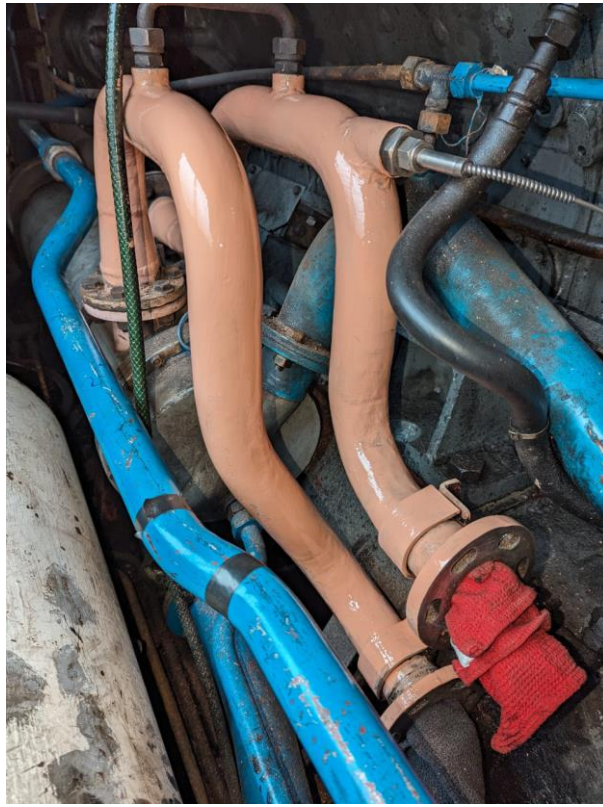


Saturday 16th March

A team continued to work on D1062's bodyside – although access to higher bodyside is somewhat limited.



Inside D1013, at "A" end, the final cleaning of the flanges was the focus of attention – "B" end will have to wait as Sally's arms were dropping off after completing "A" end!



Final paint also applied....



Tuesday 19th March

More attention to bodywork – rust cured and flattened back, green anti-rust primer applied, to be followed by filler where required, then undercoat and finally BR blue.



Friday 19th March

It has been identified that one of the bolt holes on one of Courier's Intercoolers is stripped and required a Helicoil to be fitted. Unfortunately, the Helicoil in stock is not the correct pitch and so the correct one has been purchased and is due for delivery.

The plan is to replace the Intercooler with one of our spares, so that the Helicoil can be bench fitted – allowing for better access and reducing the risk of a failed repair – read on...

Saturday 23rd March

The spare Intercooler, cleaned up by Mr Bamber and ready to be lifted into D1062, following the removal of the existing Intercooler with the stripped bolt hole.



Meanwhile, inside D1062, the bellows connecting the “to be replaced Intercooler” to the Turbo is removed, ahead of the heavy lifting.



The Intercooler is seen in place ahead of removal.



The Turbo is now also visible following the removal of the hose.



Back to the painting, and Mr Smith was observed doing what he does best.....



Not to be outdone, Marty was busy at the other end – with the pot of primer!



Evidence that everything will be OK on the night, a first coast of blue is applied - that's looking much better.

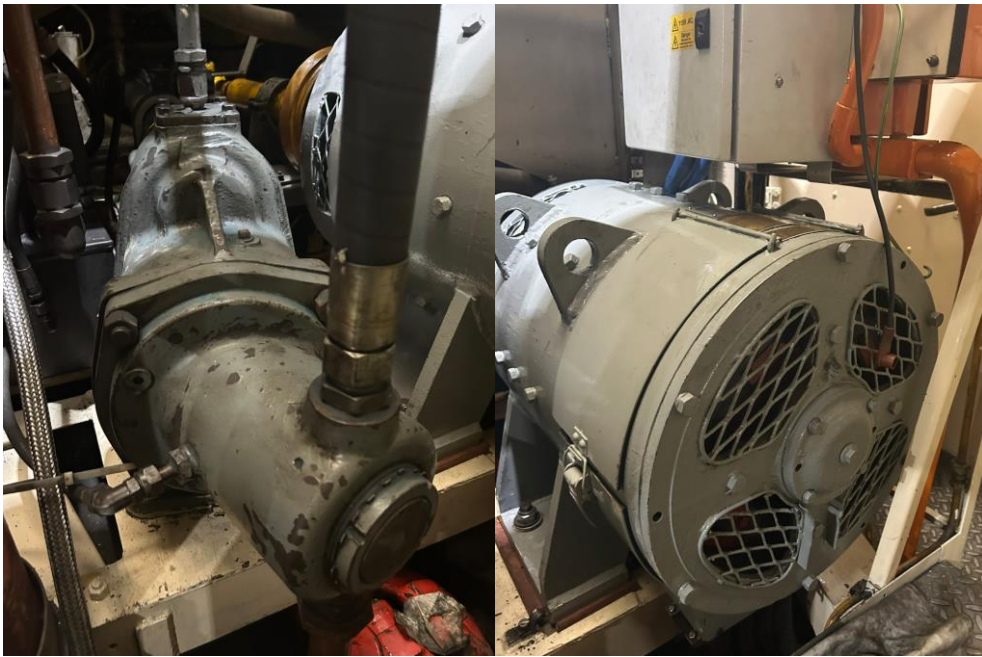




Meanwhile, out in the containers, new step ladders have been delivered, which will allow safer access to the parts on the higher shelves.



Back inside the Auxiliary Compartment on D1062, following the return of the Serck Pump and Dynostarter, both Cardan Shafts were reconnected (bottom photograph), bolts tightened, checked and signed off. Also fitted were the safety cradles above each of the shafts, protection should anything un-towards happen.

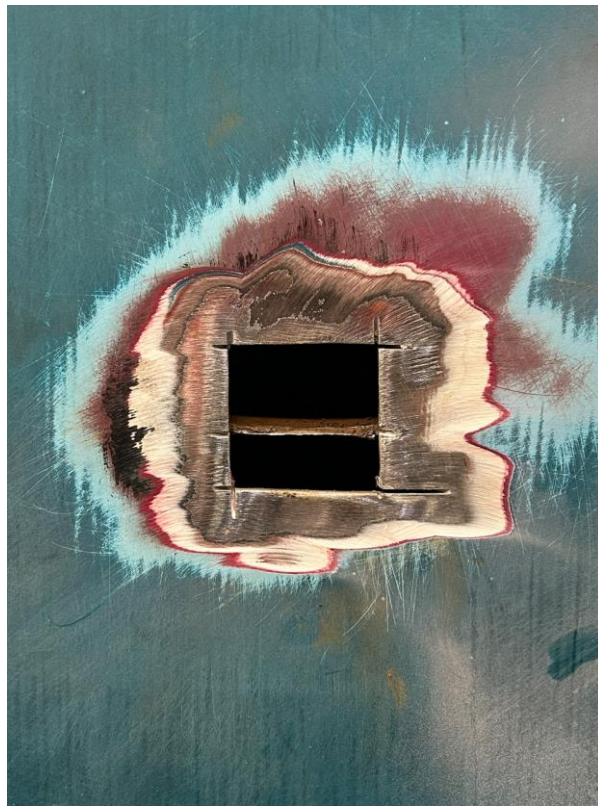


Tuesday 26th March

Revealing his skills as a metal cutter and welder, Tony Grainger set about work repairing some of the small rust spots on D1062's bodyside, seen firstly cutting a small perfectly shaped square from a sheet of metal!



Then, it was time to prepare the bodyside, and check that the “perfectly shaped square” was in fact the correct size.



The ingenious “magnet” holding everything in place ahead of the actual welding. Unfortunately, a problem with the welder brought progress to a halt, a job for another day. So, work shifted to preparing the next piece of bodyside.



Back to the Intercooler, it was case of out with the old...



Poetry in motion!



And in with the new! Usual Class 52 spacious working conditions evident as always. At least the roof was off creating some extra space.



To end the days report, "someone" snapped this shot of some serious discussions, with an SVR Steam Legend included in the picture.

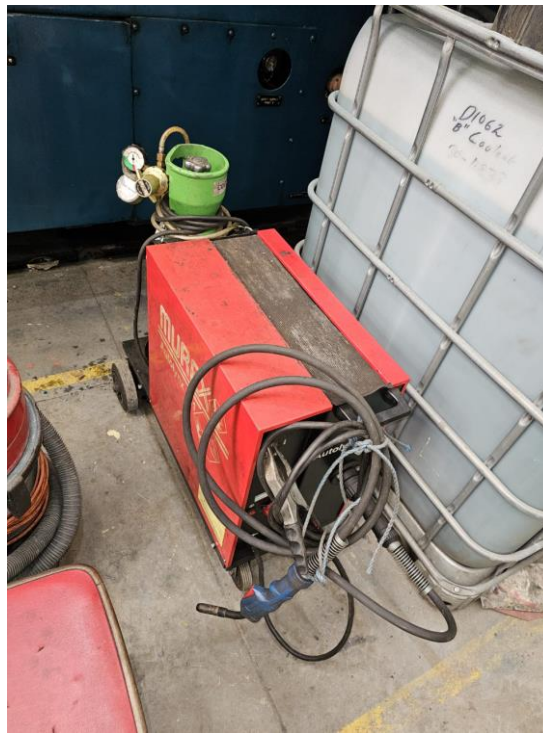


And the delivery of the day – the odd shaped Saunders Valve Rubber has arrived – we can now COMPLETE D1062 and get her back into service – no excuses left.

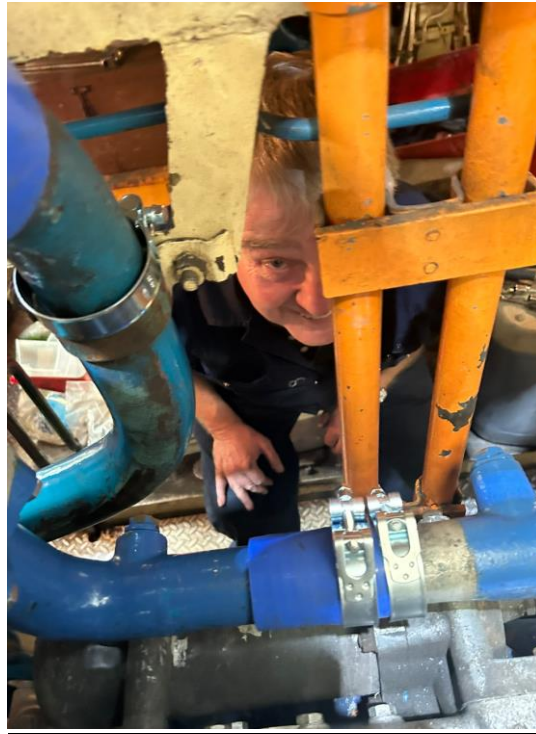


Saturday 30th March

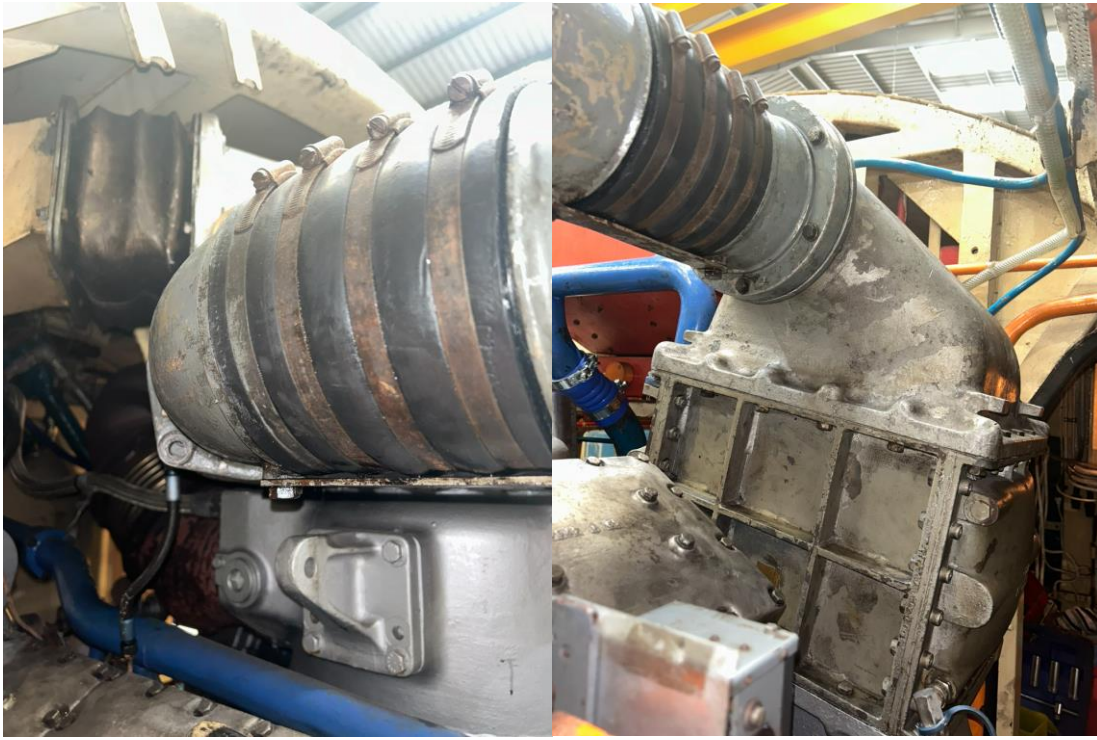
Deliveries to the TMD included refurbished oil pressure gauges for D1062 (they look almost too good to be fitted in the engine room) and the MIG welder – Mr Grainger can now carry on with the required welding.



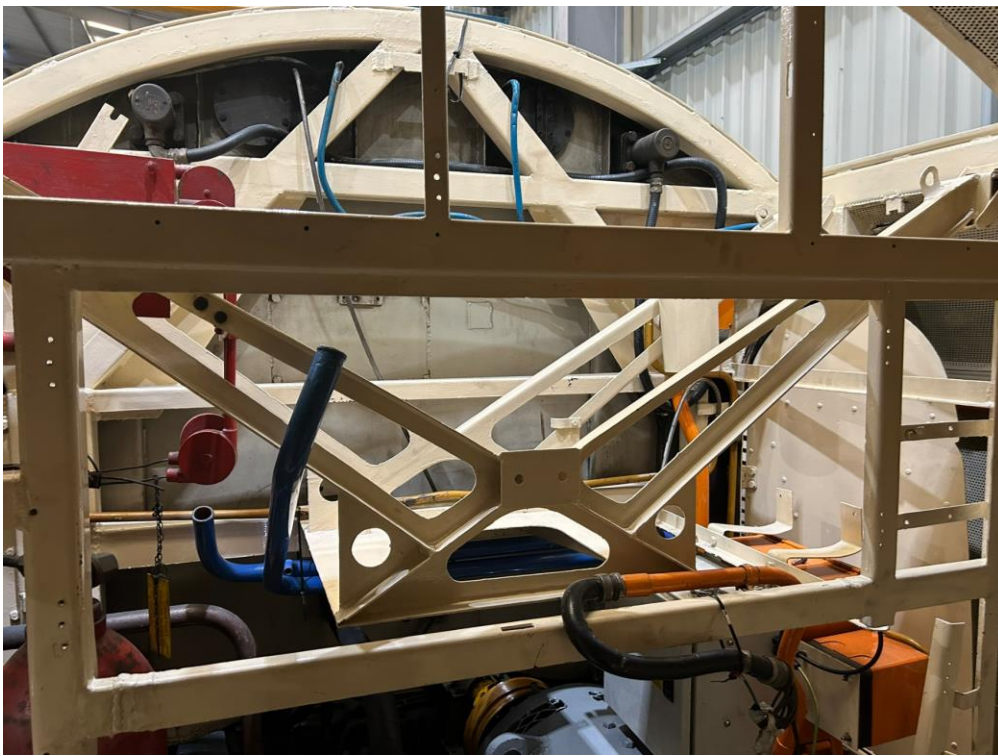
Inside the, it was a case of getting water hoses reconnected following the installation of the replacement Intercooler – this should have been a 30-minute job, but fate intervened, bold holes didn't want to line up, exert help was needed (Mr Shelmerdine) and two+ hours later the job was done. Mr Bamber kept smiling throughout despite the language and the stress!



Bellows also refitted connecting the Intercooler and the Turbo – same story – 10-minute job, 2 hours later and job done! (Thanks again to Darren!)



Whilst the stress and polite language was on-going, the Pre-Heater Cradle was successfully reinstalled- ready for the fitting next week of the Pre-Heater.



Outside in the TMD, painting continued, Sally doing a great job on one of the roof panels and then proceeding to do the same on the currently removed door.



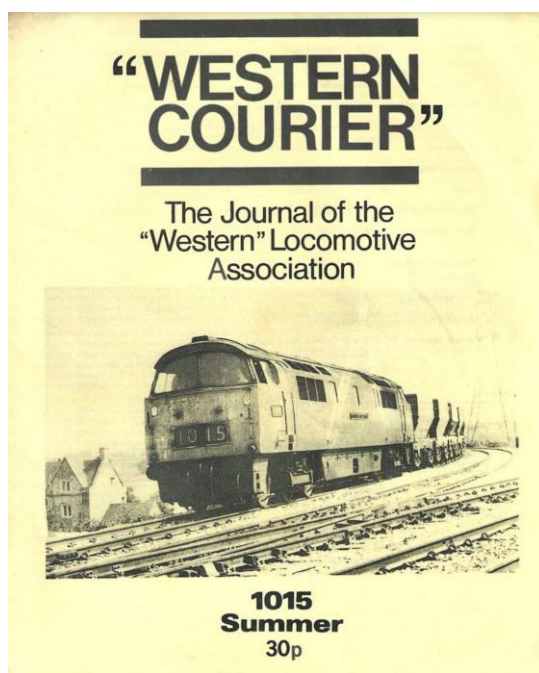
At the other end, Mr Smith was busy applying the first coat of BR blue and Courier is starting to look fit for purpose again.

Overall, a successful day, with a small amount of frustration, but the return to traffic is looking closer.



AND, the final Saunders Valve was refitted and so with the return to the Watchman Compartment of the Pre-Heater, Courier will be ready to be refilled with coolant and preparations then made for an engine start – but as Roger has mention in News from the Chair, we still have a lot to do and just 4 weeks to do it, so if you are able to help, then your contributions will be much appreciated.

Western Courier – Issue 1015



The Ice Cream Story

Whenever I go on holiday, the weather has extremes and is either atrocious or perfect. A two-week holiday once spent in Cornwall photographing Class 52's – what else was there to do – was a wash-out. It took some courage to venture south again, but I made provisional arrangements to go camping near Truro, albeit for a mere week.

Midweek prior to the date, Mike Norris braved the vagaries of the G.P.O. and telephoned to advise of the perfect weather that he had encountered. A Cornish summer of drought proportions which lasted for weeks. Not a myth, as my hometown was stewing too, and it always rains there according to the misplaced legend.

A clapped-out old heap (my car) was guided south at 52 mph all the way, there was no other speed. Within hours, I was prepared to face the hydraulic activity of the morrow. What activity! I would not have thought so many Westerns existed.

One morning, by chance, we were on Plymouth awaiting the 07.30 off Paddington. Definitely not a Western, according to the previous night's diagram, and yet, in rolled a Western. So much for diagrammed workings. Anyway, we dived on board and thrashed south to St. Erth. This was the idea of Mike who suggested the 14.00 of Penzance to Birmingham was a cert. It wasn't, but at least we bundled off a Lostwithiel to photo the clay services coming off the Fowey branch.

In those bygone days, given a little luck, one could arrange all sorts of activities, and no one really bothered. The signalman was quickly befriended and supplied some fascinating anecdotes. Best of all was warning of an impending service.

It didn't take long for Mike to get exhausted – he had no stamina even when he was young. Nowadays he is an embarrassment. He volunteered to hot foot to an ice cream shop for the genuine Cornish article.

After a short interlude, he reappeared and crossed the track on the level crossing to find a shop on the "up" side.

Scant moments after his departure, the box gave forth some bell codes and the signalman appeared with the single line token. "Want to go down to Fowey?" he asked.

Silly question! I indicated such an offer would be taken up.

"Where's your mate?" "In the village, how will you get the driver to stop?"

"Stand back like this." So saying, he tucked the token under his arm. At the precise moment, a now preserved Western rolled round the corner, released from a trip working to Bodmin Road. The driver, anticipating a quick token exchange, had to stop somewhat sharply.

A short exchange took place while I admired the Maybach rumble, and the scorching sun. Within seconds. I was told to get in. MAGIC.

With a twinge of conscience (not much, just a little), as I stepped forward, I said "What about Mike?" "We can't wait. The down Riviera has just left Bodmin Road. He's had it this time."

Without further ado, I was on board where I was ushered into the secondman's seat. The furnace like quality of the cab was promptly evident, despite my light clothing, so I reached for the window and slid it open. In the process, I noticed the barrier on the upside of the crossing. There, holding three ice creams, was Mike. Complete with a look of amazement, jealousy and "What am I going to do with these ice creams", all rolled into one expression.

The driver blasted the horns, opened up and drowned any abusive comments from Mike and I may have exchanged. Caught and bowled in magnificent style, he could only watch as we trailed off, and disappeared down the branch.

We didn't hang around, and I was treated to a running commentary on the scenery. The Royal Family, it seems, have their train stabled opposite St. Winnow Church when they visit Cornwall. All this while the wheels issued flange scream on the tight curves. Being light engine, the loco was barely working. I noticed the driver obeying the crossing warnings to the letter, and stopped, ripped off a horn fanfare and then moved forward cautiously.

After some shunting had been performed by E.C.C., we coupled up and rang back to advise of our departure. I got the choice of travelling in either cab, and selected the forward one. In the secondman's seat, I got the opportunity also to sound the horns at the crossing points.

The first crossing was treated to the standard two-tone blast as we gingerly notched away from the reception point at the E.C.C. The performance this time was different, with the responsiveness of the Western checked by the empty clay wagons. With the doors open to ventilate the cab, it was possible to hear more rumblings than is normal on the footplate. No one minded as the Western picked up speed and the noise increased, punctuated by a horn fanfare at some birds on the line. The driver laughed, saying that they would fly away in time. He was not so pleased with some lineside walkers who failed to acknowledge our warning. I treated them to a little more, they moved, and some satisfaction was had by deafening them as we drifted past.

In no time we were easing back for the crossing, prior to the main line, with an adjacent park. Some children displayed some interest in our approach by running to the fence and waving. A return wave and short horn note gave rise to some jumping around!

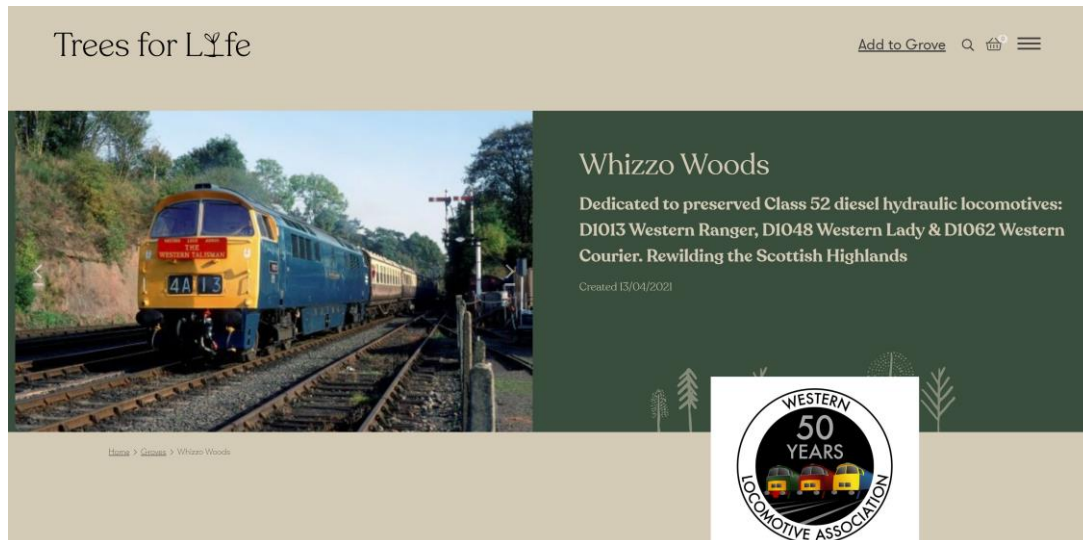
The signal allowing us to access the main line remained "on" to general consternation. No doubt a peeved Mike was having difficulty pulling the stiff lever, and a furious horn fanfare cut short his feeble effort as the signalman pulled it "off." The Western surged forward, only to be arrested in flight as the slack was taken out of the couplings and our empty wagons made their presence felt.

There is in existence a colour print of me alighting "wrong line" platform at Lostwithiel from the Western. I have yet to receive a copy, as Mike is still somewhat narked – he still hasn't done the branch. We all know about the Western China Clay Tour which was his last chance a long time afterwards, which he duly missed to!

Whizzo Woods

At the end of February, we have **321 trees** in Whizzo Woods, an increase in tree population of 5 over last month – thank you all for your continued support of this initiative.

Trees can be purchased for just £6 – what an investment, and can be found at <https://westernlocomotives.com/shop/a-tree-in-whizzo-woods/>



Whizzo Woods was first established in April 2021 with an objective of planting 62 trees a year – further details can be found at – <https://treesforlife.org.uk/groves/315992/>

Update from the Sales Team

The Sales Team are gearing up for another season of Galas and Running Days and of course it will soon be time for the SVR Spring Diesel Gala which will include the WLA Spring Raffle featuring a £500 cash prize for the winner. Tickets will be posted in April and will, as usual, also be available via the On-Line Shop - so if you prefer not to receive raffle tickets or are happy to use the On-Line shop, please email us at sales@westernlocomotives.com This will save on both postage and work for the envelope stuffers!

We continue to receive generous donations of books, models and memorabilia and please do think of the WLA if you are downsizing or clearing out.

We have recently received four RARE magazines and would like to give WLA members first dibs on the following, email your best offers to sales@westernlocomotives.com

- “The Western Collection” by Adrian Curtis from 2007 in A4 format, featuring D1037 and D1058
- Classic Diesels - Edition No 3 from 1997 and Edition No 4 from 1998



For the 50th Anniversary of the WLA we have also added a slate photo frame to the online shop.



Peter Bamber has also asked me to remind you that if you have any old railway related books (or new books!) or any railwayana that you no longer want, or is taking up too much space, then we would be delighted to take them off your hands.

The success of the Sales Team last year, was in part been as a result of all the donations that we have received – they make a **massive** difference (especially as they come at zero cost) and so anything that you want to part with will make a big difference to us.



Membership Update

Many of you have renewed your membership, a massive thank you to you all. If you still have to do so, now is the time! Please do renew as soon as possible if you haven't already done so as your support makes it possible to do what we do.

You can join the WLA, or renew your membership in three ways:

- Payment by Credit Card (via Stripe) from our website – www.westernlocomotives.com
- Joining with a membership form and paying by cheque (including renewal) – post to Paul Tucker, forms can be downloaded from our website – www.westernlocomotives.com
- Downloading a Standing Order Form = as above

One of your objectives is to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome.

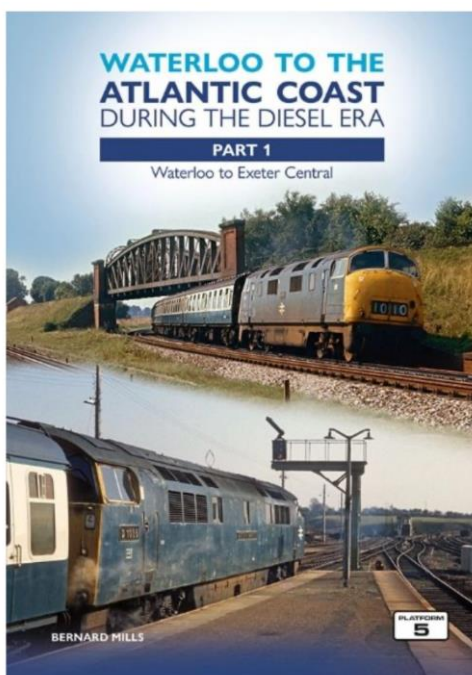
Just think, if every member persuaded one other person to join, we would double our membership! So why not step up to the challenge and help us to achieve our objective of doubling our membership.

We are also always looking for “Working Members” to come and help us with our work on the locomotives, and with all of the other essential associated work carried out at Bridgnorth and Kidderminster – no special skills are required to help, just enthusiasm and a good sense of humour. Of course, any engineers or railway professionals are VERY welcome.

If you are interested in helping us, please do not hesitate to contact any Committee Member or Working Member directly, or contact the WLA at [info@westernlocomotives.com/](mailto:info@westernlocomotives.com) or contact me at wp.finch@icloud.com

Book of the Month

Available soon in the On-Line store.....

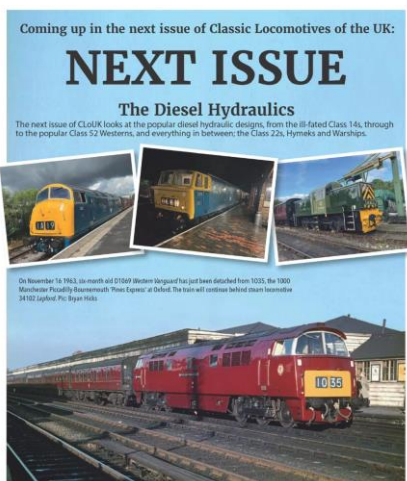


Waterloo to the Atlantic Coast – During the Diesel Era – Part 1 – Waterloo to Exeter Central

Prolific railway photographer and author, Bernard Mills, presents a wonderful selection of colour images dating back as far as the mid-1960s. A large variety of diesel hydraulic locomotives feature, with many different examples from the Warship, Hymek and Western classes, and plenty of diesel-electric classes including some rare visitors. Part 1 of this 2-part series explores the former London and South Western Railway's lines from Waterloo to Exeter Central. Through very detailed captions and some personal anecdotes from his lengthy career with British Rail, the author outlines the history of the route with a focus on the 1960s to 1990s, when diesel hauled trains were the order of the day.

96 pages with colour photographs and maps – softback.

Coming soon in April.



On sale Friday April 26 2024

Media Coverage in March

Railways Illustrated – April 2024

Western Locomotive Association celebrates its golden anniversary

THE WESTERN Locomotive Association celebrated the 50th anniversary of its formation with a special event for WLA members at the Steam Museum in Swindon on January 27.

One of the longest-established heritage modern traction enthusiast groups, less than three years after being formed, the WLA successfully purchased D1062 *Western Courier* from British Rail in November 1976, with the locomotive becoming the first Western Region Class 52 diesel-hydraulic to be purchased for preservation.

The WLA is now responsible for three of the seven surviving Class 52s, with D1013 *Western Ranger* and D1048 *Western Lady* both now also in the ownership of the group, with all three based at Kidderminster on the Severn Valley Railway. While D1062 is currently serviceable on the SVR, work on the long-running overhaul of D1013 is now reaching an advanced stage and it is hoped that it will return to operational condition during 2024.



A well-attended celebration event to mark the 50th anniversary of the Western Locomotive Association at the Steam Museum at Swindon on January 27. Paul Finch/Western Locomotive Association

Their third locomotive, D1048, was gifted to the WLA by its previous owners towards the end of last year, and although some conservation tasks have been carried out, work on

its revival will not begin until D1013 has returned to service.

Construction of the Westerns took place by British Railways at both Swindon and Crewe Works, with

part of the Swindon Works site now home to the Steam Museum where the special celebratory event took place. It was attended by about 120 WLA members and featured talks and presentations by various members of the WLA committee, a talk about the early days of preservation from former Swindon apprentice Martyn Williams, a slide show by renowned photographer Bernard Mills, and a British Transport Commission film show presented by Diesel Traction Group volunteer Keith Bullock.

The 50th anniversary celebrations were completed with an evening dinner, attended by about 50 WLA members, at Harpers Steak House, which is now located in the former Weighbridge building at the Swindon Works complex, where D1062 was repainted into maroon livery following its preservation by the group in 1976.

More information on the WLA, its locomotives, and running days can be found at <https://westernlocomotives.com>

www.railwaysillustrated.co.uk

Article view

April 2024 RAILWAYS ILLUSTRATED 27

correctly. This pipe will have a coat of paint applied in due course, and the team now have two pipes which are ready to fit.

The team also started cutting out the first 14 parts for the next batch of grill boxes for the main roof section, done to a pattern made previously from the original English Electric drawing.

In the first weekend in January, the team pressure-tested the oil system to check for leaks and whether or not the oil is going where it should. They also successfully ran the oil system to full pressure for several long periods using the priming pump, and it held pressure properly. However, during the tests a small oil leak from the priming pump was identified, so it was decided to remove the pump and change the seal.

The team is also cleaning and painting the auxiliary generator grilles ready for refitting. The first of these has been cleaned, ready for a test fit to make sure the team knows which is which. There is one cover short for a full set, so a new cover will be fabricated soon.

D1048 – Kidderminster: The WLA has reiterated its position that keeping D1062 in traffic and completing the overhaul of D1013 must remain the priority of the group, despite its recent acquisition of D1048.

However, the WLA has stated that it will ensure that *Western Lady* does not deteriorate and that some time is invested in it to make a full assessment of its condition. So, some work will be carried out on D1048 over the

coming months, but this will be to preserve it and ensure that it is safe to move around the railway.

Since taking ownership, the WLA is gradually building up a picture of D1048's history and condition. One thing commonly known about the locomotive was that a final drive ran hot at some point in the past on the No. 2 axle final drive, and this will require further investigation.

Once D1048 arrived at Kidderminster, an exam was carried out over the TMD pit to ascertain if it was fit to be moved around at the gala within station limits only.

An inspection of the bogies and underframe has been made and oil samples were taken. The inside underside of the bogies have surface rust on them; however, the parent metal is sound.

The condition of the suspension, although again rusty on the surface, is encouraging as all the centre axleboxes are on the whole in line. There is a very slight inclination on one.

All the final drives and intermediate gearboxes have oil in. No water was noted in the final drives but a small amount of water came out of the 'A' end intermediate gearbox. The water was drained out until oil ran. Oil samples of these items have also been taken for analysis.

The 'B' end transmission has oil in, all the couplings and buffers are intact, and the air and braking system is not in use. The nose end air receivers and fuel tanks are in place and secure. All moving parts

have sufficient oil to ensure D1048's mobility 'dead in tow'.

With that assessment, D1048 was passed fit to be moved at slow speed. Also with this assessment, work was identified to help with D1048's preservation.

The initial work will centre 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 inspection of the final drives and the main wheel bearing. Oil samples are to be sent away and oil changes carried out for the final drive and intermediate gearbox.

One thing that is clear with the assessments so far is that the major components at 'B' end are in better condition than those at the 'A' end. The engine and transmission have potential, and they have been used in preservation.

The question that will be on members' and enthusiasts' minds is will D1048 ever run again? The answer is that the WLA needs the time to complete the assessment and look at all the implications – of which there will be many – before any such proposal can be made. Many people would dearly like to see D1048 operate again, but the WLA says it needs to "keep our feet on the ground maintaining focus on *Courier* and *Ranger*, before taking an informed view on *Lady*."

The WLA says it must "be careful around promising to get D1048 going." There is also the possibility that D1048 could be used as an educational static display as it is also in original BR condition, although no toilet is present and the boiler is not currently installed. There are also two containers of spares at Butterley to be collected at some point in the future.

55019 – Barrow Hill: The last working party before Christmas saw work concentrate on *Royal Highland Fusilier*. After investigation into an oil leak and subsequent repairs and preventative maintenance, the rebuild of No. 1 nose end commenced with both exhausters being lifted into place.

The locomotive's brake cylinders arrived back from being overhauled and all 12 were fitted to the bogies. The original-style door locks on all three locomotives are now serviceable.

The paint preparation team has been busy rubbing down 'A' side, which is now complete, while another continued with the arduous task of rubbing back the roof grilles. Painting of the grey undercoat is on hold until the warmer weather. All six 'A' side windows were removed to allow for treat to corrosion.

Inside the locomotive at the No. 1 nose end, the second exhauster has been bolted in, the traction motor blower has been lifted into place and bolted in, being connected to the ducting and all three items just await the electricians to do their bit.

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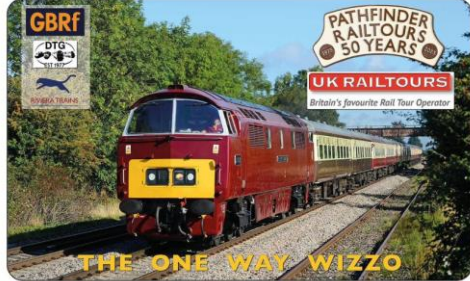
www.railwaysillustrated.co.uk

Trackside – April

WESTERN LOCOMOTIVE ASSOCIATION
◆ An order worth more than £20,000 has been placed for 16 new bogie spring hangers (eight of them spares) for 1962-built No. D1013 *Western Ranger*. A bogie overhaul appeal is open: <https://d1013bogieappeal.uk/>

Severn Valley Railway – Running Dates & Events

I am sure that you have all seen the following announcements – D1015 Western Champion is back on the mainline - book now before it's too late!



THE ONE WAY WIZZO

SUNDAY 14 APRIL 2024

Join us on this quite unique collaboration between Pathfinder Railtours and UK Railtours as we join forces to bring you an unusual opportunity to participate in a one way test trip of the much loved and often requested **D1015 Western Champion**.

Our journey between London and Birmingham is intended to provide a real test for the Western.

Comprising of a train of 13 coaches and a dead locomotive, the trailing load will be in the order of 550 tonnes, a solid examination of the locomotive's pedigree.

Departing from London Paddington at approximately 14.00, we head west down the Great Western main line through Slough and Reading before deviating north at Didcot. Now in Oxfordshire we pass through the County town, Oxford (which of course is a city) and follow the banks of the river Cherwell towards Banbury where we hope to have a short photo break.

Now heading into the Midlands, we divert to the right at Leamington Spa and traverse the link line passing through the recently reopened Kenilworth station.

After passing through Coventry and Birmingham International we take the diversionary line at Stachford towards Aston and Tame Bridge Parkway (estimated arrival 17.40), where passengers can choose to alight.

For those remaining on the train we proceed the short distance into Bescot yard where 'Western Champion' is detached. The train then reverses and is hauled by our supporting locomotive (expected to be a GBRf class 57/3) the few miles to Birmingham New Street station (via the Soho loop) where we expect to arrive by 18.30 and where the train terminates.

The fares for this very unusual Sunday afternoon excursion are £89 First Class and £69 Standard Class. There is no Premier Dining on this railtour; but there will be a fully stocked buffet onboard.

Please note this tour is a one way journey between London and Birmingham and this is a formal test run for the locomotive.

BOOKINGS IN ADVANCE ONLY

Fares:
 First Class £89
 Standard Class £69

Joining Stations	Estimated Departure
London Paddington	1400

UK RAILTOURS OFFICE: 01438 715050 WWW.UKRAILTOURS.COM
 PATHFINDER RAILTOURS OFFICE: 01453 835414 WWW.PATHFINDERTOURS.CO.UK



PATHFINDER RAILTOURS
 Exploring by Rail since 1973

SATURDAY 1 JUNE 2024

THE ENGLISH RIVIERA AIRSHOW
 WITH SUMMERTIME UPON US, LET THE TRAIN TAKE THE STRAIN FOR A DAY TRIP TO TORBAY AND THE ENGLISH RIVIERA

Setting out from Tame Bridge Parkway behind heritage diesel traction, this train offers joining points through Birmingham, the West Midlands and the Cherwell Valley to a last pick-up at Swindon.

From there we make our way from Wiltshire into Somerset, crossed from east to west, down onto the Levels through Taunton, over the Blackdown Hills into Devon and so to Exeter.

Down the Exe Estuary then and out onto the sea-wall through Dawlish to Teignmouth, and soon to our destinations at TORQUAY and PAIGNTON.

Stunning Torbay provides a superb amphitheatre for the free to watch air displays due to take place during our visit, the skies filled with aircraft old and new.

Or you can explore the superb beaches, visit Kents Cavern Prehistoric Caves, sample world-class food, or from Paignton take the steam and diesel operated railway to Kingswear for Dartmouth (fare payable locally).

The return journey is as outward back to Taunton, then across the Somerset Levels heading for Bristol, from where we make our way east back to Swindon and our morning joining points.

Estimated Timings		
Joining Stations	Depart	Return
Tame Bridge Parkway	0620	2300
Birmingham New St.	0640	2240
Dorridge	0700	2220
Leamington Spa	0715	2205
Banbury	0740	2140
Oxford	0810	2110
Swindon	0900	2020



Fares:	Adult	Junior	Party x4
Premier Dining	£299	£279	£1156
First Class	£189	£169	£716
Standard Class	£129	£89	£476

Table for two seats are available at a supplement of £45 per person in Premier Dining and First Class. Passengers will be able to enjoy the comfort of travelling in 1970's ex-BR Intercity MK2 coaches. This train is expected to be hauled by D1015 Western Champion throughout.

BOOKING OFFICE: 01453 835414 / 834477 WWW.PATHFINDERTOURS.CO.UK

D1062 OPERATING DATES

The Severn Valley Railway have now published the below Diesel Rota for 2024, showing to the end of May : -

Saturday	06-Apr	Open House Weekend (Special Timetable)	Class 50	
Saturday	06-Apr	Open House Weekend (Special Timetable)	DMU 3-Car	BH - E'ton - HL - HY Shuttle.
Sunday	07-Apr	Open House Weekend (Special Timetable)	Class 50	
Sunday	07-Apr	Open House Weekend (Special Timetable)	DMU 3-Car	BH - E'ton - HL - HY Shuttle.
Saturday	13-Apr	Table B S3 Diagram (One Return Trip)	Class 50	
Saturday	13-Apr	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Sunday	14-Apr	Table A S2 Diagram (One Return Trip)	Class 50	
Sunday	14-Apr	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Friday	17-Apr	Spring Steam Gala	DMU 3-Car	
Saturday	18-Apr	Spring Steam Gala	DMU 3-Car	
Sunday	19-Apr	Spring Steam Gala	DMU 3-Car	
Wednesday	01-May	Table A S2 Diagram (One Return Trip)	Class 20	
Wednesday	01-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Thursday	02-May	Table A S2 Diagram (One Return Trip)	Class 20	
Thursday	02-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Saturday	04-May	Table B S3 Diagram (One Return Trip)	WLA	
Saturday	04-May	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Sunday	05-May	Table B S3 Diagram (One Return Trip)	WLA	
Sunday	05-May	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Monday	06-May	Table B S3 Diagram (One Return Trip)	WLA	
Monday	06-May	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Wednesday	08-May	Table A S2 Diagram (One Return Trip)	DTG (8568)	
Wednesday	08-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Thursday	09-May	Table A S2 Diagram (One Return Trip)	DTG (8568)	
Thursday	09-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Saturday	11-May	Table B S3 Diagram (One Return Trip)	DTG (821)	
Saturday	11-May	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Sunday	12-May	Table A S2 Diagram (One Return Trip)	DTG (821)	
Sunday	12-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Thursday	16-May	Spring Diesel Festival	All Available	
Friday	17-May	Spring Diesel Festival	All Available	
Saturday	18-May	Spring Diesel Festival	All Available	
Sunday	19-May	Spring Diesel Festival	All Available	
Wednesday	22-May	Table A S2 Diagram (One Return Trip)	Class 20	
Wednesday	22-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Thursday	23-May	Table A S2 Diagram (One Return Trip*)	Class 20 **	
Thursday	23-May	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Saturday	25-May	Table B S3 Diagram (One Return Trip)	37263	
Saturday	25-May	Table B N1 Diagram (One Return Trip)	D9551	
Sunday	26-May	Table A S2 Diagram (One Return Trip)	37263	
Sunday	26-May	Table A N1 Diagram (One Return Trip)	D9551	
Monday	27-May	Table A S2 Diagram (One Return Trip)	37263	
Monday	27-May	Table A N1 Diagram (One Return Trip)	D9551	
Tuesday	28-May	Table B S3 Diagram (One Return Trip)	37263	
Tuesday	28-May	Table B N1 Diagram (One Return Trip)	D9551	
Wednesday	29-May	Table B S3 Diagram (One Return Trip)	37263	
Wednesday	29-May	Table B N1 Diagram (One Return Trip)	D9551	
Thursday	30-May	Table B S3 Diagram (One Return Trip)	37263	
Thursday	30-May	Table B N1 Diagram (One Return Trip)	D9551	
Friday	31-May	Table A S2 Diagram (One Return Trip)	37263	
Friday	31-May	Table A N1 Diagram (One Return Trip)	D9551	
Saturday	01-Jun	Table B S3 Diagram (One Return Trip)	Class 50	
Saturday	01-Jun	Table B N1 Diagram (One Return Trip)	D9551	
Sunday	02-Jun	Table A S2 Diagram (One Return Trip)	Class 50	
Sunday	02-Jun	Table A N1 Diagram (One Return Trip)	D9551 ***	
Wednesday	05-Jun	Table A S2 Diagram (One Return Trip)	Class 20	
Wednesday	05-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Thursday	06-Jun	Table A S2 Diagram (One Return Trip)	Class 20	
Thursday	06-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
Saturday	08-Jun	Table B S3 Diagram (One Return Trip)	WLA	
Saturday	08-Jun	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Sunday	09-Jun	Table B S3 Diagram (One Return Trip)	WLA	
Saturday	09-Jun	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
Monday	10-Jun	Diesel Footplate Experience	WLA	

D1062 Western Courier is operating on the following dates, plus of course at both the Spring (16th – 19th May) and Autumn (3rd-6th October) Diesel Galas: -

- Saturday 4th, Sunday 5th and Bank Holiday Monday 6th May
- Saturday 8th, Sunday 9th and Monday 10th June (DFE)
- Saturday 15th and Sunday 16th June – Open House Weekend
- Saturday 27th & Sunday 28th July
- Tuesday 30th, Wednesday 31st July and Thursday 1st August
- Saturday 17th, Sunday 18th, Monday 19th (DFE), Tuesday 20th, Wednesday 21st and Thursday 22nd August.
- Saturday 14th, Sunday 15th and Monday 16th September (DFE)



The SVR Programme of Diesel Footplate Experiences is now available to book – there is something for everyone including Classes 37, 42, 40, 46, 50 and **52!**

These are hugely popular experiences and are sure to sell quickly – so book ASAP on the SVR Website- currently D1062's three DFEs are now fully booked – we are requesting further DFE dates.

What's included:

- You get to haul a heavy train, with your choice of heritage traction, and up to 10 guests travel with you Free of Charge.
- Safety Briefing before the session commences at Bewdley.
- Tour of the locomotive engine room, including a startup procedure demonstration.
- Travel in the cab, driving for 8 miles, and acting as second man for another 8 miles.
- A further 16 miles is spent in the back cab.
- Travelling a total journey of 32 miles – going through Bewdley Tunnel, over Victoria Bridge and up Eardington Bank.
- Tour of the award-winning Kidderminster Diesel Depot.
- An option to spend an additional 32 miles on the train with your guests.
- Only 4 participants per experience.
- Opportunities for photographs.
- A presentation folder and certificate as a memento of your experience.

2024 Dates

Monday 10th June – D1062 – FULLY BOOKED

Monday 7th June – 37 263

Monday 24th June – 40 106

Monday 1st July – 46 045

Monday 8th July – Class 50

Monday 15th July – D821

Monday 19th August – D1062 – FULLY BOOKED

Monday 2nd September – D821

Monday 9th September – 27 263

Monday 16th September – D1062 – FULLY BOOKED

Monday 30th September – Class 50

Member's Forum & Gallery

On the 47th anniversary of the end of the diesel hydraulic era on BR, GB Railfreight have unveiled their latest Class 69 creation in the classic colours that the majority of the Class 52's carried in the early to mid-1960s. The authentic livery, carefully applied by Arlington Fleet Services at Eastleigh Works, includes cast aluminium name and number plates, the name chosen being WESTERN CONSORT., previously carried by D1065 until her demise in the November of 1976. Altogether a fitting tribute to the Westerns.



Dave Lammond

Dave contacted us, adding to the above, with the following message – “I wonder if you are aware of our (GBRf) locomotive in a heritage livery? Our MD, John Smith has decided to name 69009 Western Consort from his fond memories of that particular member of the class.

Pictured here at Eastleigh works ex paint shop.

They've done a lovely job again.

Returning to D1015 Western Champions outing on the mainline on Tuesday 12th March.....

Steve Bielby has shared the following of D1015 resting at the platform at Oxford – the DTG engineers having a rest and a drink.



The close up shows Steve and Will having a well-deserved break – they have done a fantastic job, along with the rest of the DTG team preparing D1015 for mainline tour duty.





Thanks also to **Steve Widdowson** for the following....





Wilf Rikard – A moment of Reflection

Reading with interest the latest newsletter, when I got to the photo of the new poster commemorating the final day 26th Feb '77 immediately returned my thoughts to a photo I took that evening at Plymouth before the train's departure for Paddington.

A sad and unforgettable moment. I was in Laira the next morning photographing D1010 just before its name and numberplate were removed, as was D1048.

I was working for British Rail at that time, and my work did take me to various places which enabled me to enjoy travelling with the "1000's" (as they were known at Laira) and photographing them.



Alan Byrne

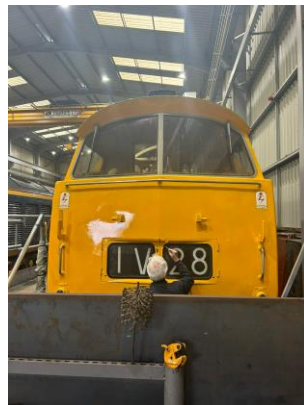
Alan has shared the following shots taken at London Waterloo of D1015 running as 'Western Marquis' on 24th February 2007 with a special to Okehampton.





Closing Notes and Book Ends

Wrapping up this busy month, our unsuspecting Chairman was caught with paintbrush in hand, addressing some of the finer detail on Courier – ensuring that the rubbers surrounding the head code boxes are indeed “black.”



Whilst Mark Perry captured Lady and Ranger outside of the TMD awaiting their time in the TMD for attention – work on both is planned and Ranger will soon be moved back inside as soon work as work on Courier is completed in April.

Something special is also being planned for Lady - watch this space!



If you know of anyone with an interest in the railways of the 1960s and 70s, or has a craving for anything diesel hydraulic, or remembers seeing the magnificent Westerns whilst in service, please encourage them to join us.

We are also looking for members to come and help us with our work on the locomotives, and all of the essential associated work at Bridgnorth and Kidderminster that makes what we do possible – no special skills are required to help, just enthusiasm and a good sense of humour, of course any engineers or railway professionals are VERY welcome.

If you are interested in helping, please do not hesitate to contact any Committee Member or Working Member directly, or contact the WLA at info@westernlocomotives.com or contact me at wp.finch@icloud.com

Please keep sharing with me your photographs, memories, stories and experiences, so that they can be shared in the e-newsletter with members, keeping the e-Newsletter interesting, informative and fun.

Next Member's e-Newsletter should be available on or around **1st May 2024.**

<https://westernlocomotives.com/>

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