



## Western Locomotive Association e-Newsletter – June 2024

### Welcome

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

What a month it has been, read on to hear all about the HIGHS and the LOWS, we have certainly had our fair share of both!

The month started with the final preparations for our first operations of the year over the three-day Bank Holiday Weekend from Saturday 4<sup>th</sup> to Monday 6<sup>th</sup> May and then for the four-day super intensive timetable of the Severn Valley Railway Spring Diesel Gala from Thursday 16<sup>th</sup> to Sunday 19<sup>th</sup> May.

The last-minute activity to get D1062 Western Courier ready to perform was certainly intense and a fabulous effort was made by the Working Members to deliver an operational and perfect looking locomotive.

The subsequent running didn't go without the odd "hitch" and at times patience was tried, but I am pleased to report that we delivered on all of our commitments and 100% reliability was delivered!

So to start this e-Newsletter, I think the below picture sums up why we all put in so much time and effort – the reward being this magnificent locomotive, seen at Kidderminster ahead of a departure to Bridgnorth, under a perfect spring blue sky – what more could you ask for (well, I suppose the sound recording as well to accompany the picture I hear someone saying.)



Without wanting to spoil what is to come, I have the need to share another two Gala pictures below, the first showing D1062 at 7.40am on Thursday 16<sup>th</sup> May, with the first departure of the day, and the Gala, from Kidderminster to Bridgnorth, with the two Maybachs bursting into life as the driver starts to apply the power, that driver of course on this occasion being our own Chairman, Mr Roger Smith.



And perhaps one of the more memorable pictures from the Gala, sees our Chairman receiving some instructions from Mr Ian Jackson, maybe Ian is suggesting how to improve upon his driving skills, although I am not 100% sure that Roger is taking it too seriously. What the picture does show is the camaraderie that exists between the Working Members.





Winding the clock backwards to Wednesday 1<sup>st</sup> May, D1062 is seen being prepared for her Test Run from Kidderminster to Bewdley – the first run of the year, looking fantastic following all of the winter maintenance and the body side repaint so evident in this picture.



Out in the yard, as D1062 passes the stored locomotives, a first chance of the year to capture three Class 52's in one frame, with D1062 in the foreground and under power, D1048 Western Lady behind, and D1015 Western Champion to the right.

Of course, more of D1015 Western Champion in the e-Newsletter as the first mainline tour on 1<sup>st</sup> June approached – PLUS a BIG SURPRISE.



Also, you need to read on to find out what is going on here – who is that in the cab of D1062 and what are they doing?



A bumper edition of the e-Newsletter lies ahead, so keep on reading – and I would like to make next month's an e-Newsletter featuring your photographs from the Gala – so if you have any great photographs that you want to share with your fellow members, please send them to me at [wp.finch@icloud.com](mailto:wp.finch@icloud.com). Of course, all submissions will be considered, but any unusual ones are **guaranteed** to be used.

One other news announcement is that the Western Locomotive Association has set up a Crowd Funding Site with the objective of raising additional funds that will be allocated to the current overhaul of D1013 and also towards the initial preservation work that D1048 will undoubtedly require.

There will be a lot more information to follow, but for now please take a look and feel free to donate any amount, no matter how small, towards the upkeep and restoration of our magnificent class 52's.

The link can be found at: <https://www.crowdfunder.co.uk/p/western-locomotive-association-limited-1115058>

A monthly donation would make an amazing difference and push us further towards D1013's completion and a start on D1048's assessment.





## **In this e-Newsletter**

Features in this e-Newsletter include the following:

- News from The Chair
- 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**

Well, that was a busy month of May for the WLA – probably one of the busiest on record as far as operating was concerned! As many of you will be aware, it all started with a couple of successful test runs for D1062 from Kidderminster to Bewdley & back on 1<sup>st</sup> May, ready for our first service trains over the bank holiday weekend on all three days from 4<sup>th</sup> to 6<sup>th</sup> May. It was great that D1062 was in service on the 6<sup>th</sup> May which was the day of her 61<sup>st</sup> birthday, operating with a 1A05 head code. Fortunately, thanks to all the winter work, D1062 was in fine form with nothing untoward, ready to star at the Spring Diesel Gala event on all four days from 16<sup>th</sup> to 19<sup>th</sup> May.

And what a Diesel Gala that was! Being one of the Drivers privileged to drive D1062, the locomotive sounded superb, like one giant music making machine, entertaining so many people travelling behind it, judging by all the heads and arms! One day you might all have to be seated, so make sure you enjoy the travelling whilst you can! Of course, operating the locomotive was one thing but there were plenty of WLA members helping out with our sales stand, plus those helping out with guided tours around Kidderminster TMD, where D1013 and D1048 were proudly on display inside. And even then, there were a couple of Members working underneath D1048 collecting a few decades of you know what!

To everyone who supported the Diesel Gala event, a massive thank you, as the WLA raised the best part of £20k from donations, sales and raffle sales, which underlines just how generous people can be – we even had some of the raffle prize money being donated back to us. I can assure you that it's all appreciated and makes all the hard work worthwhile.

We did have a slight setback with an oil leak on D1062 (heat exchanger to transmission gasket failure at "B" end) plus "A" end shutting down now and again on the same day, requiring an adjustment on the SOPS & ROPS box. Basically, the locomotive was able to continue in traffic, operating on "A" end on the latter part of Saturday and all-day Sunday. Once again, a special thanks to Darren and our Working Members who were quickly on the case and remedied the fault shortly after, followed by another test run to Bewdley.

The locomotive was then ready for the wedding charter event held on 28<sup>th</sup> May complete with a 1X01 royal head code and congratulations to Fiona & Michael who tied the knot complete with their very own headboard!

During the month, our new Fundraiser Officer, Mike Tromans, took the initiative to set up a WLA Crowdfunder site, which can be seen from the following link:

<https://www.crowdfunder.co.uk/p/western-locomotive-association-limited-1115058>

For 2024, the WLA is looking to raise £10k through the Crowdfunder site to help contribute towards the current overhaul of D1013 and towards the initial preservation work that D1048 will undoubtedly require. Anyway, a good start has been & after just a few days, we have raised over £600 including Gift Aid!

Also on the admin side, there is a new option on our web site – you can now gift WLA Membership to anyone you like! Yes, you can now buy WLA Membership and gift it to someone by forwarding a Gift Code, where the recipient can set up their username and password and enjoy the benefits of becoming a WLA Member! Details of this new initiative can be found at:

<https://westernlocomotives.com/membership-as-a-gift/>

After all this, I think you'll agree that May was indeed a busy month for the WLA with no doubt, plenty of photos to back it up in this Newsletter!

See you on the Valley – there's plenty more to come!

Roger Smith  
**Chairman**



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

### **Wednesday 1<sup>st</sup> May**

#### **The Test Run**

May 1st was a big day, D1062's Test Run ahead of the first scheduled service train on Saturday 4<sup>th</sup> May. D1062 is first seen with engines fired up following pre-heating just off the turntable at the TMD.



The following pictures are rather memorable for a different reason – Class 20s everywhere – ahead of their roles at the up-and-coming Diesel Gala.



More Class 20s here – very much lurking in the background.



Whereas a bit harder to spot in this one 😊



And at last, not a single Class 20s in sight.





Three Westerns on the shed at Kidderminster.



A great shot by Alan Berck-May following the successful Test Run, Alan second manning on the run.



So, after a long winter of planned maintenance, D1062 is finally operational again, following the completion of its "B" Exam by Robin Jones, the WLA Maintenance and Standards Engineer, and a Test Run from Kidderminster TMD to Bewdley and back with Driver Darren Shelmerdine and Secondman Alan Berck-May, D1062 is declared fit for duty.

A couple of small leaks were spotted and addressed, plus a small fuel leak at "B" end from the fuel filter – the required O Rings are already on order to address this and will be fitted as soon as possible.

The locomotive will therefore be ready to operate over the forthcoming Bank Holiday Weekend with service trains scheduled to be hauled by D1062 on Saturday 4<sup>th</sup> through to Monday 6<sup>th</sup>. A very BIG well done to everyone involved in the work that took place over the winter and D1062's return to traffic.



Celebrating Work Members were spotted 😊





## Saturday 4<sup>th</sup> May

Our first day of operations in 2024 and a great day was expected, D1062 looking pristine and ready for action.



Diesel Hydraulics sharing space around the turntable.



Cation Competition Time – what is being said to Roger?



So, it is out of the yard and off to work – D1062 being released and heading off to the station platform.





A back in a very happy place – at the head of a service train.





Somebody made the comment about the “old friends” being re-united – very reminiscent of 1976/77!



& some pictures simply need no explanation as they are just perfect.



After all the winter work, still no time to sit back and relax, back to the day job of fund raising!



Raffles Tickets certainly were the hot ticket of the day.





Mr Bamber not taking “no” for an answer! I have to say that the passengers on that first service train of the year were absolute stars and nearly all purchased tickets with a smile.



We were soon at Bridgnorth for the first turnaround of the year.





The new paintwork on the one side looked excellent in the sunshine.



Darren was at the controls for this first return trip of the year – perhaps looking a little concerned as a couple of niggles were addressed.



And then looking extremely happy and proud, sitting in his favourite seat.



It was a fantastic day, the sun shone, and the crowds gathered.



Post first day operational reports were as follows –

A fairly successful day yesterday with D1062. There were a couple of issues that will be addressed, or we will keep an eye on.

The damper at “A” End Pre Heater keeps sticking and needs a little bit of exercising to make it work. If the issue persists, then a replacement cylinder will maybe require.

On leaving Bewdley, “A” End engine returned to idle with the engine water temperature sensor showing error, although everything on checking appeared OK. A replacement sensor will be fitted ASAP. In the meantime, Crews and Fitters were instructed to monitor engine and transmission temperatures at “A” End.

The vacuum also recorded slightly higher than normal – likely caused by the snifting valve sticking, which was plunged a number of times to ensure free movement and should remedy the issue. Again, this does need to be monitored.

We always get a few issues like this at the start of the season so the above do not come as a surprise – overall day 1 has been a great success.

So as the weekend progressed, engine, transmission and coolant temperatures and pressures were regularly checked and recorded by the travelling fitters.





No real issues were noted or recorded.



### Sunday 5<sup>th</sup> May

The Sunday Team reported for duty first thing and prepared D1062 for another day – from left to right can be seen Marty, Alan, Roger and Sally.



Everything simply had to be perfect – Roger being a tough task master when he is in the driving seat.



However, the moment Roger's back was turned, Alan was quick to jump into the driver's seat 😊





A final shot from Sunday 5th as the stock is returned to the carriage sidings.



### **Bank Holiday Monday 6<sup>th</sup> May – D1062 Western Courier's Birthday**

Day 3 and the sun continued to shine, D1062 having been located overnight outside the Railway Museum at Kidderminster and awaiting pre-heating.





Ready for the days action.



Leaving the station to collect the stock for the day and an encounter with a number of our steam colleagues.





Ready for Day 3, with Bob Dunn in the driver's seat.....



And a sight that you simply do not see too often.



It didn't take long for Mr Smith to get back into his rightful seat though.



A last shoot of D1062 outside of the carriage shed after a successful 3 days of operation – I hope you enjoyed the photographic journey.





## Saturday 11<sup>th</sup> May

We have been asked to provide D1062 for a Wedding Charter on Tuesday 28<sup>th</sup> May the to be Bride and Groom joined us at the TMD on Saturday 11<sup>th</sup> the get up close and personal with our Western – firstly we see Fiona and Michael looking like they are very much enjoying the cab visit.



I think we may have then tried to get them on cleaning duty, but I am sure that they were having none of it and quickly dropped the offered brushes, instead wondering what the Data Panel is all about.



But with perhaps some gentle persuasion, they were soon busy at work 😊



Working members attending on were greeted with the sight of D1048 in the TMD, having been shunted on to the pit road ahead of the Gala. Our plan whilst Lady is there is to make the most out of the opportunity and to make a start on cleaning, painting, greasing and assessing the bogies and the underframe.

We have also asked that D1023 be located over the side pit for the Gala, so that visitors to the TMD on the tours will be greeted by the sight of two westerns on shed.

We appreciate that their “stay” will be interrupted as we know that Rail Adventure require the pit road from Monday 20<sup>th</sup> to Thursday 23<sup>rd</sup> May – but we must grab these opportunities.

The other task on this Saturday was to continue with preparations in D1062 for the Gala – specifically fitting the O Rings on the fuel filters as they have now been delivered.

The issues with the temperature sensor and the Pre Heater at “A” end were also successfully addressed – but as with every step forward, our heritage locomotive likes to throw us a curve ball 😊

A small amount of coolant was noted on the walkway side on “A” End Cooler Group – the area was thoroughly cleaned so that we could see if there was a leak – which we eventually found towards the end of the day. It materialised that Number 3 Element on the walkway side was dripping – this was not ideal with just 3 working days to go until the Gala – but worst case, although not ideal, we could run on one engine.

We do however have spare elements and gaskets and Roland in the TMD was tipped off that we may need to drain the coolant again on Wednesday ahead of the Gala.

Of course, the element is one of the awkward ones which requires the removal of other elements in order to gain access – but that’s nothing new and as expected with a diesel hydraulic. A call out was made for a team to help on the Wednesday to action, as well as to “prep” the locomotive for its first turn on the Thursday morning.



**Wednesday 15<sup>th</sup> May**

**Final Gala preparation** - A team assembled ahead of what everyone was expecting to be a busy Gala. First job covers off Ranger so that she can be shunted into the TMD.



Job done!



A nice line up ahead of Ranger's move.



Meanwhile, somewhere down south, further preparations were being made!





D1013 was soon moved inside – and ready to welcome visitors, along with D1048.



Out in the yard, with as much work completed on D1062 as possible, unfortunately we had been able to replace the element as too much was going on to prepare all other locomotives for the Gala for D1062 to be shunted inside, so instead, she was pre-heated and engines started to ensure everything else was OK.





Meanwhile, out on the big railway, D1015 was seen returning from vacation on the Swanage Railway and Class 70 005 was recorded at Blakedown on the way to Kidderminster – a case of the old and the new.



## The Severn Valley Railway Spring Diesel Festival

### Thursday 16<sup>th</sup> May

Upon arriving at the SVR bright and early at 7.15am, guess what the first locomotive was, seen as walking to the station to set up the Sales Stand.

Just look at the magnificent blue sky, and try not to be too distracted by the Class 50 😊





The first departure of the Gala the 7.40am Kidderminster to Bridgnorth service.



The Sales Stand was also doon ready for trading, once the distraction of D1062 leaving on the first train had passed.



However, we were soon distracted again with the 10.25am arrival from Bridgnorth and D1062 back after first return trip of the day.





On opposite platform, the “new” was putting in appearance...



And showing that they are also capable and trying to put on a bit of a show – I believe that may even be Coop watching on?



Trying to be inclusive of other locomotives, and showing some Gala highlights, D1015 is seen reversing onto the back of the stock brought in by D1062, and this forming the first Class 52 Top and Tail Shuttle service to Bewdley of the day.



And our team in the back cab keeping an eye on Courier from the back cab – after all the work over the winter period and conscious of the small water leak referenced earlier in this e-Newsletter.





Off she goes on the rear of the Shuttle Service - bang on time at 10.44am.



Following this departure, it was time for the first TMD Tour of the Gala –the TMD Tours that deliver great photographic opportunities – and on this occasion we managed to “cop” a couple of Lady Boys busy under D1048.



Happy TMD Tour participants, could have been a picture at Toton, although Ranger watching on gives it away.



Western Ranger and Western Lady together inside the TMS – bringing back memories of Old Oak Common rather than Toton, the clock adding to the authenticity.





Things then just got better with the arrival of Western Consort!



And then later in the day, D1062 at 5pm ready for her next turn.



Meanwhile, the Sales Team had been busy selling to Mr Francis Bourgeois.



Then later in the evening, he was caught again later out on the town with a certain Chairman 😊





## Friday 17<sup>th</sup> May

This year, we did something a little different and stayed in a fabulous Air Bnb in Bewdley and our newly appointed WLA chef prepared a perfect breakfast every morning – perhaps should have taken the photograph before eating.



Westerns caught together on day 2.



And the TMD Tours continued to deliver great photographic opportunities.



Another group of happy customers, in front of 69 009, which attracted a great deal of attention.



Things then started to get a bit arty as I tried to convince all that no one else had spotted the Class 59 reflection.





The zoomed out bigger picture.

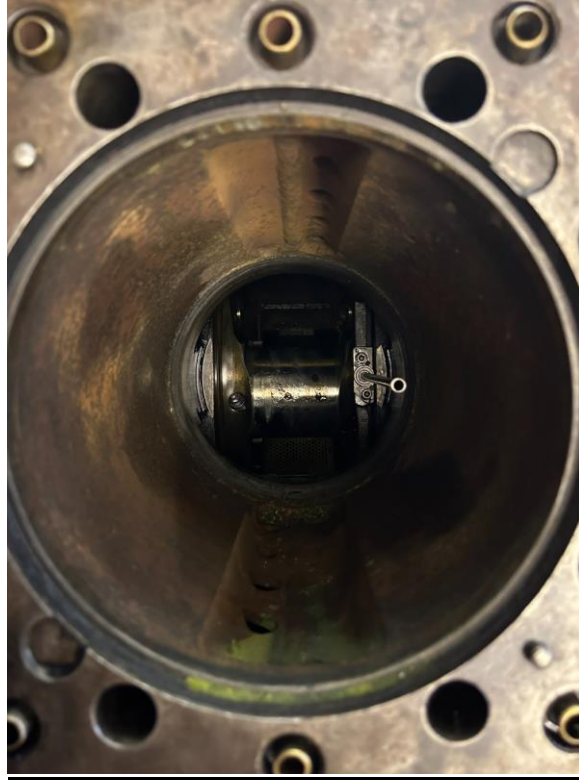


Meanwhile, D1062 was continuing to impress the gathered crowds.



**Saturday 18<sup>th</sup> May**

A morning visit was carried out to Bridgnorth to check on availability of a number of parts – any ideas on what we are viewing below.....



Mr Jackson then continued to share his invaluable knowledge with the teams in attendance.





Back at Kidderminster and the TMD Tours, and the hydraulics appeared to dominate proceedings.



The weather also continued to be perfect - D1015 passes the signal gantry under perfect skies.



## Sunday 19<sup>th</sup> May

The final day and sales were still going strong, with the last of the stock now on display, and MSJ pulling the crowds in.





Meanwhile at the other end of the line, Mr Smith is at the controls of the early departure off Bridgnorth.



Some final TMD Tour images on the early tour.....



And D1062 arrives from Bridgnorth.



Looking resplendent in the ongoing sunshine.





It was then my turn to travel in the back cab and keep on eye on temperatures and pressures and.....



An opportunity for Committee Members and offspring to enjoy a cab visit.



A great view looking back as we depart from Bridgnorth, with the unusual sight of a Clayton and an HST on the platform.



And the even more unusual view of an apparent Southern Region invasion.





To end this rather long photographic self-indulgence, our A Team were spotted in something completely different – Darren and Roger at the controls of the Class 59/2 – as explained by Darren, he piloted these American locomotives on many occasions when they were working out of Peak Forest.





I hope that you have enjoyed these pictures – I would like to also share with you some of the being the scenes “edited” communications, so as to share with you the work that takes place to delivers these events.

We start with the coolant leak on D1062 – at numerous times the coolant at “A” end was topped up although it never appeared to take too much – there may have been a possible air lock, and the pre-heater was turned on to circulate coolant and to try and clear. Certainly, this did not create any operation problems throughout the event.

With regards to the oil leak on the “B” end heat exchanger transmission hose, it was tightened again but continued to drip, indicating probably an issue with the gasket. A decision was made not to use “b” end unless in an emergency.

The plan of course agreed was to replace the leaking element at “A” end and the gasket at “B” end as soon as possible. A plan was already being formulated for Bank Holiday Monday 27<sup>th</sup> May to remove the flange at “B” end, to clean the faces, fit a new gasket and sealant.

A plan is already also being made to get D1062 onto the side pit and carry out oil changes – the work never stops.

Overall, a fantastic Gala - with record takings from the Sales Stand and the Sales Teams – with monies already earmarked by Darren to assist with the ongoing preservation and operation of our locomotives.

And just to add, it wasn't all about D1062 over the Gala, with both D1013 and D1048 over the pits, a start was made on cleaning the bogies on D1048 (remove the picture of the Lady Boys!) and an assessment was started on D1013's bogies in order to identify any concerns prior to lifting the locomotive later this year. With the experience gained from when we worked on D1062's bogies, a number of issues were noted at “A” end – the inspection confirming that new bolts and spacers will be required for the torque reaction arms, new rubbers will also be required. Further inspections will be made over the coming weeks so as to ensure that we have all the parts we need in stock and ready for the lift.



## Monday 27<sup>th</sup> May – Spring Bank Holiday

Back to the day job – and a team gather with a long list of tasks on the “to do” list – a course, tea to start the day, from left to right – Paul, Marty, Sally, Alan and Darren.



Its not long and Darren is soon in there working on the oil leak and releasing the gasket from the flange – well I think its Darren!



As can be seen over the page – working conditions are excellent and accessibility to the offending part is not in any way a problem!

Paul and Darren seen working on the release....



Why is it always the bottom and least accessible part?





Mission accomplished, offending gasket removed, time for a proper clean-up operation, new gasket and sealant.



With work successfully completed, it's the opportunity to line up the three WLA locomotives, and then carry out a Test Run to Bewdley.





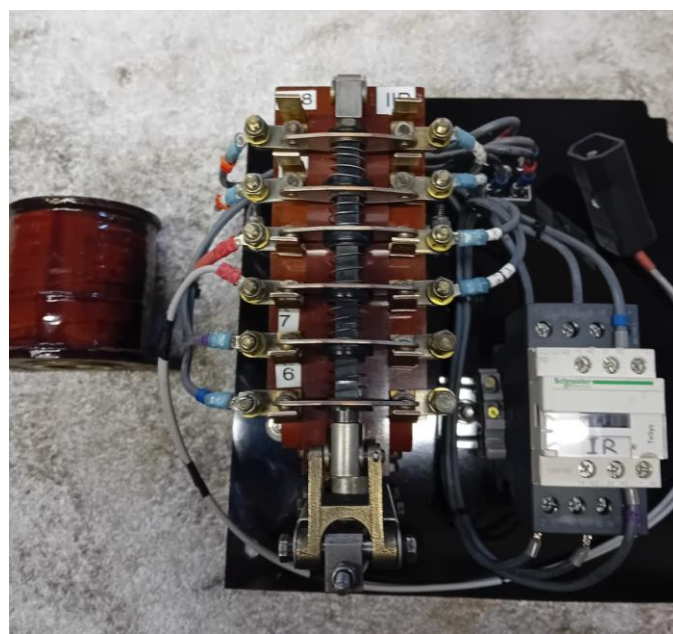
Oh, and what locomotive is this in the yard? With D1015's first main line tour just around the corner – it looks like D1011 Western Thunderer is going to make a surprise return.

(This e-Newsletter has been deliberately held back until after D1015's return so as not to spoil the surprise.)



Meanwhile, the Bridgnorth team were also busy at the northern end of the line.

A Pre-Heater Spark Generator panel had been removed from D1013 so that the coil could be removed to replace a non-working coil in the "B" end of D1062.



Also seen, the body of the Pre-Heater removed from the "A" end of D1062m ready for cleaning and a repaint.



And a view looking into the end of the Pre-Heater at the hedgehog which is the heat exchanger- shortly to be brushed and blown out with compressed air.





## Tuesday 28<sup>th</sup> May - The Wedding Special (FULL FEATURE NEXT MONTH)

Following a successful Bank Holiday Monday, both engines were running for the Wedding Special.



## **Wednesday 29<sup>th</sup> May**

The planned oil changes didn't quite go to plan as with so many locomotives in and around the TMD, a rather large sunt was required (again), so it was approaching lunchtime by the time we started the oil change.

"A" end was prioritised in case time ran out.

During the draining, the filters and heat exchanger were also drained.

UNFORTUNATELY, at the point Darren received a call and was asked if he could take 50 035 Ark Royal to go and rescue a failed steam service from Bridgnorth – and of course, Darren / we will never say no.

Upon returning to the TMD, "A" end had been refilled with new oil and primed, but time had run out to drain "B" end.

So going forward, the oil change at "B" end needs to be completed, and D1062 has been left on the side pit to facilitate this.

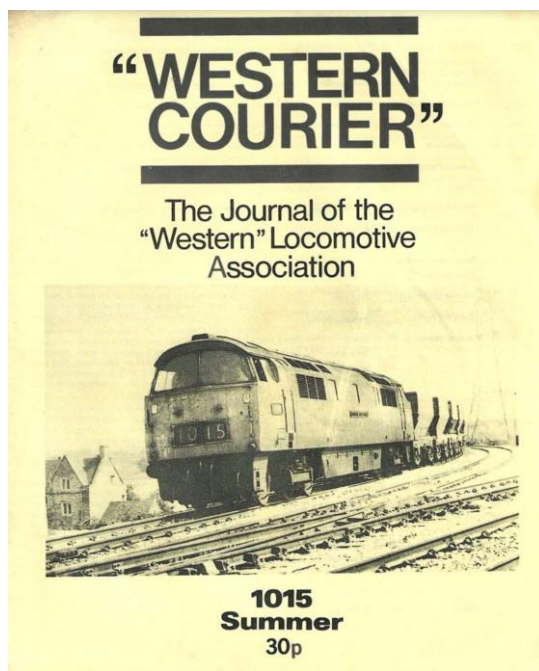
And looking ahead – D1062 is out for 4 days in the first week of June – carrying out an ECS move to Bridgnorth on Friday 7<sup>th</sup> and then service trains on Saturday 8<sup>th</sup> and Sunday 9<sup>th</sup>.

Then on Monday 10<sup>th</sup> it is D1062's first Driver Footplate Experience of the year.

**It's all GO!**



## Western Courier – Issue 1015



### Lady's Finest Hour! A Lament by A. N. Curtis

Thursday 24<sup>th</sup> February 1977 – two days away from the ending of the Westerns on BR was a sad day in the life of D1048 Western Lady. It was the day of the “Western Lament” – the last privately organised railtour to run behind a Class 52 and D1048's last appearance at the head of a train in BR service.

The scene at Paddington on that day was practically the same copybook picture that preceded the start of a 52 hauled special, a scene Paddington had become used to in the last months of the 52's. Enthusiasts were scattered everywhere on the concourse. On their backs they carried their precious cameras and cassette recorders with which they would capture the sad event. The atmosphere on the day as we made our way down Platform 5 was one of the usual excitement tinged perhaps with regret. The nine-coach special lay waiting eagerly for the engine of which there was no sign yet. Paddington's surrounding platforms were swamped with 52 bashers hurriedly checking and rechecking their equipment in readiness for “Lady's” arrival.

The crowds thickened rapidly which was in a way rather surprising as the special only had a few days' notice, a tribute to the pulling power of the 52's and to the organisers.

Then the crowd buzzed with excitement and all eyes were fixed in admiration as “Lady” darted out into the maze of points, creeping closer every second.

Finally, after a short signal check, in she came looking tired and weary, but somehow still managing to retain a youthfulness about her movements. Cameras clicked furiously as Lady waited for the green light to Castle Cary.

Finally, at 12.45pm it came and belching forth she left Paddington with a train for the last time. Over the points which she had travelled so many times, past Royal Oak now housing Duffs and Hoovers instead of her stablemates, and finally passing Old Oak where, engulfed in HST sets, lay other survivors waiting for the big day. On she sped, despite her age, sounding fit and healthy. Reading was passed in flash and down the Berks & Hants, through the flooded fields under the darkening skies and heavy rain Lady raced on! The sky turned to sunshine and then back to rain as quickly, but nothing was going to spoil “Lady's Lament.” The rain however gave way at last to brilliant sunshine and at Castle Cary where Lady ran around her train, it was at its height. The participants fled from their coaches in shirt sleeves with commando type jumps from the carriages, as

Lady adorned with headboard and wreath ran around her train. After backing her train into the station, Lady set off for home for the last time via Chippenham and Swindon. Photographic stops at Frome and Trowbridge gave us yet another chance to record the passing of privately organised "Western" railtours. It was at Frome that John Vaughan aptly ended the reign by poring champagne down the front of D1048, one of the saddening moments of the tour.

While daylight slipped slowly away from "Super Lady" only the homeward run lay ahead, past Swindon where fittingly a rainbow lay across the works. Lady was not now far from the end, easing through Reading, where amazed onlookers stood on the platforms, and out finally with only 30 minutes of single headed 52 haulage left.

Some were quiet now, others talked about Saturday and the final axe. But despite all this, Lady rode home and slipping under the bridges at Paddington, finally came to rest at the blocks at Platform 2.

Out onto the platform spilled the participants, those who had travelled so far over the previous months were now nearing the end of a long campaign. Tripods stood everywhere and at a crowded buffer stop at Platform 2 stood the old "stalwarts" of the railtours capturing this, the last one. Lady stood, slowly cooling off after her last days work under the massive roof surrounded by the milling photographers. The simmering Lady, who had finally snatched a day of glory from Fusilier and Ranger, basked proudly. Bewildered onlookers and commuters asked politely "what's going on?" as flashes cascaded Lady into brightness second after second. "On her last train, going for scrap on Saturday" came the reply. They seemed to understand but I wondered if they really did! Seconds ticked away and "Lady" the last Crewe built Western in service seemed to know as she enjoyed for the first and last time the undivided attention of the large following in front of her.

A "hoover" backed down into the coaches at the rear end of Lady and we all knew it wouldn't be long now. A lump reached my throat, and I swallowed hard as I stood admiringly taking in every bit of Lady's stature and remembering, remembering Lady on the Cornish Riviera Ltd in the sunshine at Plymouth in May 1975 – ah.

Great days, now alas about to fade away for good. Finally, but all too soon, the "50" left for her destination and D1048 started her engines up, the soft ticking over of her engines made the heart feel good once more but not for long. Off came the headboard and wreath amidst cries to leave them on as frantic photographers tried to capture her just once more.

Then precisely at 18.18pm by Paddington's digital clock, Lady revved her Maybachs and with a rapid succession of blasts from her horn aped along the platform edge amidst loud cheers of defiance from the followers, led by the tour organiser. I watched her until slowly she went out of sight and into the night air, chased by a few fanatics, it was all over. The crowd still buzzing made their way home.

This special gave many of those not fortunate enough to be on Saturday's "Tribute" the chance to say a personal farewell to those they had loved – the 52's.

As for D1048, she survived right to the end and lament was a tribute to a fine engine – via D1048!

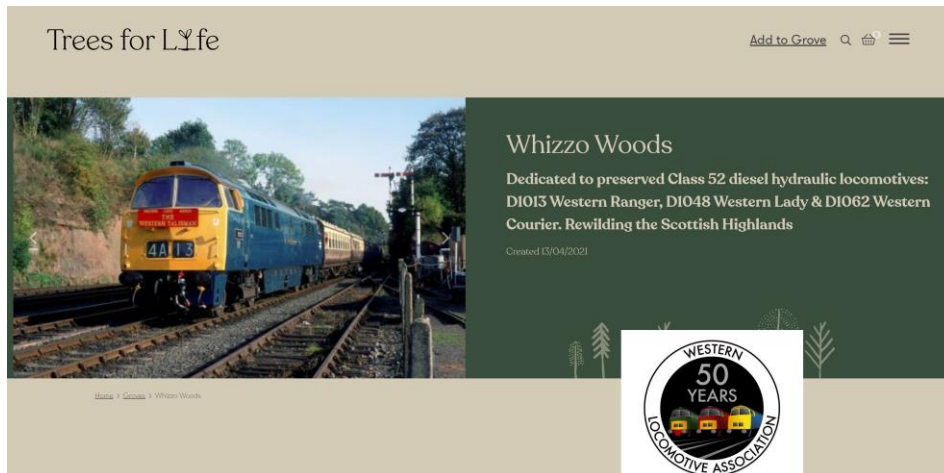
And Lady's story continues to this day.....



## Whizzo Woods

At the end of April, we have **363 trees** in Whizzo Woods, an increase in tree population of 7 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 Peter Bamber & The Sales Team

Well, I'm just coming back down to earth after a very successful Spring Diesel Gala. We had four days of, on the whole, good weather and as always it was great to catch up with members old and new. We had several donations of books, memorabilia and models before and during the Gala most of which were then sold at the event. Overall, including the raffle and donations, we took over £10,000, a magnificent result and a big thank you to all our supporters.

We launched our new limited-edition print "Bufferstop Wizzos" at the Gala and it is now available from the online shop. Only 74 prints will be made, with a choice of A2 and A3 prints, ready mounted for framing. Our thanks to the artist, member Phil Hiscocks, who took up his pencil again after a gap of more than forty years and produced this fantastic drawing.



We were also donated a poster (see photo below) which was produced for the aborted GWR 150 event at Swindon Works in 1985 and is pretty rare. There are some slight vertical creases in the print but framed it would make a lovely addition to your memorabilia collection and it is being offered to WLA members only. Please submit offers for this print to [sales@westernlocomotives.com](mailto:sales@westernlocomotives.com) with a closing date of 10th June.





Just to show that not everything we add to our merchandise selection proves to be popular I have half a dozen hardboard backed table mats (see photo) with a high-resolution print of the WLA 50th roundel to sell and no realistic offer will be refused. Please submit offers for this set of table mats, again to [sales@westernlocomotives.com](mailto:sales@westernlocomotives.com) with a closing date of 10th June.



The Sales Team will be out and about on running days through the summer so do say hello if you bump into us and work now begins on new ideas for the Autumn Gala. I will have some new car stickers produced with three Westerns now that we have sold out of the old design with just two and do please let us know if you have any ideas you think we should follow up.

And of course, back to the Gala, and I have to make mention of the Raffle which was again a super success.

 <p>WESTERN LOCOMOTIVE ASSOCIATION SPRING RAFFLE 2024</p> <p>Name _____ Address _____ _____ Telephone _____ Email _____</p> <p>Please return your counterfoils and cheque, payable to Western Locomotive Association, to the promoter by 13th May 2024</p>	<p><b>WESTERN LOCOMOTIVE ASSOCIATION</b> Registered Charity No. 1115058</p> <p><b>WLA 2024 SPRING RAFFLE</b></p>  <p>Cash prizes First prize £500 Second prize £250 Third prize £100</p> <hr/> <p>The draw will take place at the SVR Diesel Gala on Sunday 19th May 2024 at midday Promoter: WLA, c/o 54 West Street, Oldland Common, Bristol, BS30 9QS Registered with Derby City Council, reg. no. 1206 Printed by <a href="http://www.raffleticketsonline.co.uk">www.raffleticketsonline.co.uk</a> Ticket Price £5.00</p>
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Winners were as follows:-

- 1<sup>st</sup> prize – Charles Ellacott
- 2<sup>nd</sup> prize – Mark Simmons Jenkins
- 3<sup>rd</sup> prize – Chris Satchwell

And a massive thanks to those above who subsequently donated back to the WLA all or some of their winnings.

The drawer was made by our Working Member Sally – seen below carrying out her most important of duties.



As always if you have any memorabilia, books or models that you no longer have room for then we would be delighted to have them to help raise funds. Just think, if you make some space you can buy some new stuff!

And finally, Peter has also asked me to remind you that if you have any old railway related books (or new books!) or any railwayana, or models 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 is in part as a result of all the donations that we receive – they make **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**

Thank you to you all for your continued support.

Please all remember to renew whenever you receive a reminder, or at the start of the year as your continued 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](http://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](http://www.westernlocomotives.com)
- Downloading a Standing Order Form = as above

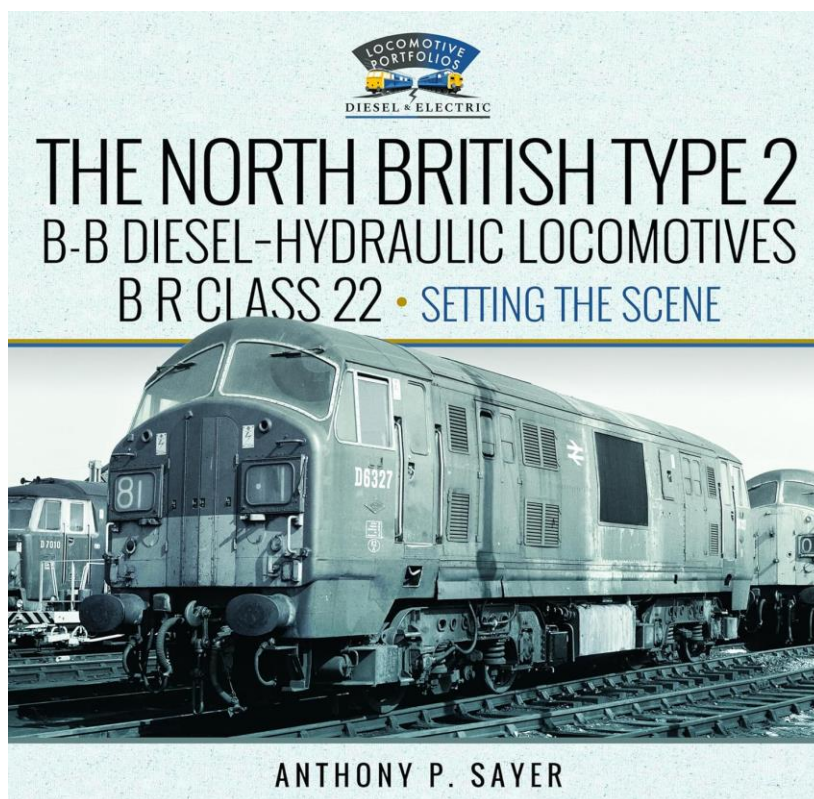
One of your objectives is to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome.

**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](mailto:wp.finch@icloud.com)

## Book of the Month



The British Railways 'Pilot Scheme' orders of 1955 included six North British Type 2 diesel-hydraulic locomotives; these being introduced during 1959 for use on the Western Region. Without operational experience, a further fifty-two locomotives were delivered between 1959 and 1962.

The fleet survived intact until 1968, when half of the class was withdrawn due to declining traffic levels across the UK, with successive National Traction Plans progressively selecting the less successful, non-standard and 'numerically challenged' classes for removal from traffic.

All fifty-eight locomotives were withdrawn by New Years Day, 1972.

This book, the first of two, sets the scene surrounding the short history of the Class 22s covering the introduction of the fleet, technical aspects, appearance design, delivery and acceptance testing, works histories and allocations.

Detailed individual histories of each of the fifty-eight locomotives are included.

176 pages with 145 black & white and 60 colour archive photographs printed on high quality glossy art paper.

HARDBACK



## Media Coverage in April

I am going to go out on a limb this month and share some of the coverage of D1015's test runs and forthcoming first main line tour in 7 years.

### Success! D1015 returns to main line passenger action



Welcome back: The Diesel Traction Group's D1015 Western Champion passes King's Sutton on April 14, working Pathfinder Railtours' 1256, the 13.52 Paddington to Birmingham New Street 'One Way Wizzo', which was operated both as a loaded test run for the locomotive and a one-way passenger charter. Martin Loader

**THE DIESEL** Traction Group's main line-registered Class 52 Western diesel-hydraulic locomotive, D1015 Western Champion, successfully operated a passenger-carrying loaded test run on April 14.

It worked the 'One Way Wizzo' charter between London Paddington and Birmingham New Street, marking its first passenger-carrying main line charter for more than seven years. Although the locomotive has continued to operate services on its

Severn Valley Railway base throughout the period it has been off the main line, the loaded test run was the first main line passenger train to be worked by the Class 52 since it suffered an engine failure while working 'The Yuletide East Yorkshireman' charter for Pathfinder Railtours on December 17, 2016.

The locomotive has received extensive attention in recent years by its owning group to prepare it for a return to main line use. Both of the

Maybach MD655 engines have now been replaced with the newer MD538 variants, after a previously overhauled MD655 engine fitted to the locomotive suffered a seizure while D1015 was operating a loaded test run on the main line while hauling a cement empties working along with 66719 from GB Railfreight on September 17, 2021, setting back its return to main line use.

Now that D1015 has successfully completed its testing, it is due to

work 'The English Riviera Airshow' for Pathfinder Railtours on June 1, from Tame Bridge Parkway to Paignton, with pick-ups at Birmingham New Street, Dorridge, Leamington Spa, Banbury, Oxford and Swindon. As this issue was being prepared for press, some seats were still available for the tour; further details are available at [www.pathfindertours.co.uk/events/the-english-riviera-airshow/](http://www.pathfindertours.co.uk/events/the-english-riviera-airshow/)

D1015 is the only member of the seven preserved Class 52s to be re-registered for main line running, with the DTG originally returning the locomotive to the main line in February 2002.

Of the remaining locomotives, only D1015 and the Western Locomotive Association's D1062 Western Courier are currently serviceable, with both based on the SVR. The WLA is also working on the return to service of D1013 Western Ranger over the coming months, while its third locomotive, D1048 Western Lady, is stored awaiting work on D1013 to be completed.

D1010 Western Campaigner is being overhauled by the Diesel & Electric Preservation Society at Williton on the West Somerset Railway and the Bury Hydraulic Group is working on the overhaul of D1041 Western Prince. The seventh preserved Western is D1023 Western Fusilier, which is no longer operational. Part of the National Collection, D1023 is currently on static display at Didcot Railway Centre.

[www.railwaysillustrated.co.uk](http://www.railwaysillustrated.co.uk)

June 2024 RAILWAYS ILLUSTRATED 27

## One way leads to big success for Western main line comeback

PATHFINDER Tours' April 14 'One Way Wizzo' proved a to be a winning combination for all as crowds descended to catch a glimpse of the Diesel Traction Group's Class 52 D1015 Western Champion on its first public main line outing since December 2016.

With a train packed to the brim and enthusiasts filling vantage points along the route, the trip was run as a single journey from Paddington to Birmingham New Street, comprising 13 coaches with a Class 57 at the rear for a total of 550 tonnes. The Western was put through its paces following main line testing carried out in March as engine repair work came to its conclusion.

The route saw the Class 52 skirt Didcot Railway Centre, where classmate D1023 Western Fusilier currently resides, having arrived there on loan from the National Railway Museum in January. The tour then took the diversionary line at Stechford towards Aston and Tame Bridge Parkway, before continuing to Bescot yard where Western Champion was detached. The service then reversed, with the Class 57 taking the stock to Birmingham New Street to allow passengers to alight.

With D1015 having successfully proven its capabilities once more, Pathfinder has confirmed that the locomotive will now operate its June 1 'English Riviera Airshow' trip from Tame Bridge Parkway to Paignton for the first day of that weekend's annual aerial display of classic aircraft.

Passengers will be able to join the service at Birmingham New Street, Dorridge, Leamington Spa, Banbury, Oxford and Swindon, with the tour departing from its originating station at 6.20am and making its



D1015 Western Champion pauses at Banbury for a photo stop during the April 14 'One Way Wizzo' to Birmingham. PAUL FINCH/WESTERN LOCOMOTIVE ASSOCIATION

way through the West Midlands, Cherwell Valley, Blackdown Hills and along the iconic Dawlish sea wall on its way to Torquay (for the airshow) and Paignton.

The return journey will travel via Taunton and the Somerset Levels on its way towards Bristol, from where it then heads back towards Swindon to commence set-downs at all the same pick-up points, before arriving back at Tame Bridge Parkway at about 11pm.

D1015 will be timed to run at a maximum 75mph with a 12-coach load, plus a Class 50 locomotive on the rear that will be drawn from the Class 50 Alliance collection of locomotives. To book, visit [www.pathfindertours.co.uk/events/the-english-riviera-airshow](http://www.pathfindertours.co.uk/events/the-english-riviera-airshow)

## Severn Valley Railway News – Running Dates & Events

D1062 Western Courier is operating on the following dates, plus of course at the Autumn (3<sup>rd</sup>-6<sup>th</sup> October) Diesel Gala: -

- Saturday 8<sup>th</sup> June
- Sunday 9<sup>th</sup> June
- Monday 10<sup>th</sup> June (DFE)
- Saturday 15<sup>th</sup> June – Mixed Traction Weekend
- Sunday 16<sup>th</sup> June – Mixed Traction Weekend
- Sunday 29<sup>th</sup> June
- Saturday 6<sup>th</sup> July
- Saturday 27<sup>th</sup> July
- Sunday 28<sup>th</sup> July
- Tuesday 30<sup>th</sup> July
- Wednesday 31<sup>st</sup> July
- Thursday 1<sup>st</sup> August
- Saturday 17<sup>th</sup> August
- Sunday 18<sup>th</sup> August
- Monday 19<sup>th</sup> August (DFE)
- Tuesday 20<sup>th</sup> August
- Wednesday 21<sup>st</sup> August
- Thursday 22<sup>nd</sup> August
- Saturday 24<sup>th</sup> August
- Saturday 14<sup>th</sup> September
- Sunday 15<sup>th</sup> September
- Monday 16<sup>th</sup> September (DFE)

01-Jun	Table B S3 Diagram (One Return Trip)	Class 50	
01-Jun	Table B N1 Diagram (One Return Trip)	D9551	
02-Jun	Table A S2 Diagram (One Return Trip)	Class 50	
02-Jun	Table A N1 Diagram (One Return Trip)	D9551	Return leg of N1 Diagram to be C14 & DMU Drag for 05/06/23.C120 light to KR TMD.
05-Jun	Table A S2 Diagram (One Return Trip)	Class 20	
05-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
06-Jun	Table A S2 Diagram (One Return Trip)	Class 20	
06-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
07-Jun	ECS KR - BH	WLA	
08-Jun	Family Fun N1 Diagram (2 Return Trips)	WLA	
08-Jun	Family Fun S3 Diagram (1 Return Trip)	Class 20	
09-Jun	Family Fun N1 Diagram (1.5 Return Trips)	WLA	
09-Jun	Family Fun N1 Diagram (1/2 Trip One Way)	Class 20	
10-Jun	Diesel Footplate Experience	WLA	
10-Jun	ECS BH - BY / LE BY - KR	Class 20	
12-Jun	Table A S2 Diagram (One Return Trip)	DTG (8568)	
12-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
13-Jun	Table A S2 Diagram (One Return Trip)	DTG (8568)	
13-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
15-Jun	Mixed Traction Weekend (Special WTT)	20048	Special WTT - Diag 1 - 1/2 Trip Stable BH
15-Jun	Mixed Traction Weekend (Special WTT)	37263	Special WTT - Diag 2 - 1.5 Trips
15-Jun	Mixed Traction Weekend (Special WTT)	D1062	Special WTT - Diag 3 - 2 Trips
16-Jun	Mixed Traction Weekend (Special WTT)	D1062	Special WTT - Diag 1 - 2 Trips
16-Jun	Mixed Traction Weekend (Special WTT)	37263	Special WTT - Diag 2 - 1 Trips
16-Jun	Mixed Traction Weekend (Special WTT)	20048	Special WTT - Diag 3 - 1/2 Trip Start BH
17-Jun	Diesel Footplate Experience	37263	
19-Jun	Table A S2 Diagram (One Return Trip)	Class 20	
19-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
20-Jun	Table A S2 Diagram (One Return Trip)	Class 20	
20-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
21-Jun	Supporters Special Event	Class 50	Special WTT - Diag 1 - 2 Return Trips
21-Jun	Supporters Special Event	D821	Special WTT - Diag 2 - 2 Return Trips
21-Jun	Supporters Special Event	20048	One Way KR - BH / Rtn Rear of Steam.
22-Jun	Table B S3 Diagram (One Return Trip)	33108	
22-Jun	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
23-Jun	Table A S2 Diagram (One Return Trip)	33108	
23-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
24-Jun	Diesel Footplate Experience	40106	
26-Jun	Table A S2 Diagram (One Return Trip)	DTG (8568)	
27-Jun	Table A S2 Diagram (One Return Trip)	DTG (8568)	
27-Jun	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
29-Jun	1940's Weekend (Special WTT)	D821	Special WTT - Diag 1 - 2 Return Trips
29-Jun	1940's Weekend (Special WTT)	D1062	Special WTT - Diag 2 - 2 Return Trips
30-Jun	1940's Weekend (Special WTT)	D821	Special WTT - Diag 1 - 2 Return Trips



## Member's Forum & Gallery

### Saturday 4<sup>th</sup> May

Thanks to Colin Wilks for this capture of D1062 on Saturday 4<sup>th</sup> with both engines running – “Glorious”!



### Wednesday May 8<sup>th</sup>

Mark Parry was at Kidderminster and captured D1015 Western Champion's departure for the Swanage Railway Diesel Gala starting Friday 10th May.





Also captured by Dave Lamond at Eastleigh – “Champion looking and sounding good at Eastleigh works. They’re just forming the train (52,2x20, Hood) to go to Swanage now. Hood undergoing FTR test at the moment.”

It’s not often that you see a Class 52 alongside a Class 07!







And a “slight indulgence – sitting in the cab of 89416 !



A final “video” capture of D1015 leaving Eastleigh leading the convoy.



A final capture of D1015 showing an arrival shot leading the convoy on the 18<sup>th</sup> may by Steve Bartlett.





## Closing Notes and Book Ends

Three completely different pictures – firstly, having recently started a new job in Windsor, it was a pleasant surprise on a trip into London to find D1935 under the canopy at Windsor & Eton Riverside Station.



And after a hectic month – now time to relax. A lesson to be learned from the Museum's canine friend.



Let's end this e-Newsletter with a past Chairman's summary of the recent Gala 😊 – YES – we did sell him the rugby shirt.



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](mailto:info@westernlocomotives.com) or contact me at [wp.finch@icloud.com](mailto: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 **1<sup>st</sup> July 2024.**

<https://westernlocomotives.com/>

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