



## WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on  
Thursday, 4<sup>th</sup> July 2024 at 7.30pm

Present:                    Ian Clayton                    (Director)  
                                 Paul Finch                      (Director)  
                                 Darren Shelmerdine        (Director)  
                                 Roger Smith                 (Director & Meeting Chairman)  
                                 Mike Targett                 (Treasurer)

### 1.        **Apologies for absence**

There were no apologies for absence.

### 2.        **Minutes of Previous Meeting**

The Minutes of the previous meeting held on 20<sup>th</sup> February 2024 were approved.

### 3.        **Matters Arising**

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Ian Clayton had previously confirmed that unfortunately, the Gift Aid submission for 2018 had been lost with the loss of approx. £2.5k. The submissions for 2019/20 had been made, leaving 2021/22/23 outstanding. This would be progressed with Jon Aston, now that a letter had been prepared to formally advise HMRC that Derek Payne was no longer a representative of the WLA. In the meantime, a check would be made to see if the letter had actually been submitted. Access to the Charities Commission account should now include Ian Clayton and Jon Aston as dual users. Once confirmed, Derek Payne could be removed as a Trustee.

*IC*

Darren Shelmerdine agreed to continue to try and make contact with Derek Payne regarding the outstanding work for the Formica desk work for D1013, plus the top rubber door seals, to see when these items could be completed. Ideally, we need a simple yes or no, to enable other people to pick up on the work required.

*DS*

Ian Clayton advised that the amended Articles of Association that were due to be filed at Companies House would now be updated, following further changes to be agreed with the Charities Commission concerning D1048 and any other locomotives to be acquired. This would be discussed and taken forward with Jonathan Sandiford shortly. This work need to be completed and approved, by mid-October, ready for the AGM.

*IC*

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Darren Shelmerdine had previously confirmed that following the installation of the new continuously rated pump on "B" end transmission on D1013, this had now been wired up by Paul Medley. A demonstration was now awaited before the project could be rolled out to other transmissions. If successful, a kit of parts would have to be costed out for each transmission unit. It was understood that Paul Medley had installed a transformer to allow testing from a shore supply as the batteries on D1013 were not capable of producing sufficient current. We now await the results of the tests to be carried out.

**DS**

Following the transfer of spares from Bridgnorth, consideration would be given to relocate the spare bogie from Bridgnorth to Kidderminster. This included how the bogie is to be lifted and moved together with any preparation works that need to be made for its new storage point. A quotation of c. £5.3k had been received from Allelys. The bogie would need to be prepared for lifting (estimated to be two weekends' work) and space for the bogie had been reserved at the Kidderminster turntable (along with space for the DTG's spare bogie). Unfortunately, the Assisted Project application submitted to the SVR (G) Board had been turned down. Following discussion, it was agreed to remain focussed on keeping D1062 in traffic along with the overhaul of D1013 Western Ranger. The relocation of the spare bogie would, therefore, be reconsidered at some point in the future.

**All to note**

The two Obbo trips considered for 2022 (attached to the stock) as a tribute to Greg Heathcliffe and Henry Coates, plus the single Obbo day out for members/friends, (subject to prices and availability) would now be planned for 2025.

**DS**

It had previously been noted that WLA membership had increased from 301 to 411 members, following the SVR, Autumn Diesel Gala, acquisition of D1048 and publicity. The target remained at 600. Some concern was expressed at the current number reducing to 387 although renewals were due to be chased up by Paul Tucker. Consideration would need to be given on promoting WLA membership on social media etc and should be discussed at the forthcoming Management Committee meeting. Certainly, there were 2k potential members on the WLA's Group page on Facebook.

**RSS**

Darren Shelmerdine confirmed that following the replacement of "A" end pre-heater in D1062 that "B" end pre-heater had been replaced and was working well. It was noted that a number of issues had manifested themselves with "A" end pre-heater and that whilst some remedial work had taken place, the pre-heater would need to be replaced later on the year. The Dyno-starter at "B" end had been installed and connected up, prior to the running season.

Following the refurbishment of the brake Distributor for D1062 the brake system was being monitored. Some fine adjustments would be made to the M8A valve at "B" end, which was a bit too responsive or fierce when braking, compared to "A" end.

**DS**

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Although no new Operating Agreement had been forthcoming from the SVR, it was agreed that we should request a reasonable contribution from the DFE courses, bearing in mind that the course fee had doubled to £600 and that our contribution received per person had remained at £100.

**RSS**

It was noted that there still remained an engine to transmission shaft for D1013 which needed to be refurbished, which remained budgeted for. Following discussion, it was agreed that as the previous shaft was "missing" that we might as well source a new shaft which would be the preferred option anyway. It was agreed that a quotation be obtained; the current budget for this item was £4,850.

**DS**

A decision had been made to send the turbo for "B" end of D1013 away for rebuilding and balancing. Two bearings had been ordered and supplied and, in the meantime, components were being gathered up to be sent away.

**DS**

It was noted that a turbo would eventually be required for "A" end engine of D1013 and that a suitable German replacement was available from IMS. It was agreed that further details would be sourced and that a budget of £7k was provided for.

**DS**

A previous discussion had taken place regarding the remaining spares for D1048 held at the Midland Railway Centre. Although it had been agreed that a visit should be made during 2024 to see what remained, Mike Tromans had organised a delivery of spares which, although palletised would need to be housed in a storage container, along with further spares. With storage space at a premium, it was agreed that we need a further 40 ft container, possibly to be located on top of C4. The budget figure would need to allow for craning and steps to be manufactured, in addition to wiring. A nominal budget figure of £5k was agreed, subject to quotes.

**DS**

It was noted that the next Working Members meeting was now due to take place at Kidderminster Museum on Saturday, 13<sup>th</sup> July, starting at 1.30pm.

**All to note**

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A discussion had taken place regarding previous work carried out on D1062's "A" end bogie where various shafts had been replaced but where the paperwork was missing. It was thought that with a concerted effort involving Pete Sandham and Robin Jones, the paperwork could be resurrected, which would then enable the locomotive to venture out on the main line again. It was noted that in theory, the bogie was in better condition than when it last went out on Network Rail but just needed the paperwork to back up the work undertaken.

**DS**

In addition to the above, the shuttle valve issue needed to be resolved by being replaced, cleaned or repaired, although for the time being it was being monitored.

**DS**

It was noted that the order for the locomotive tarpaulins had been delivered, along with a tarpaulin for D1013's "B" end engine.

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The injector elements ordered from Rolls Royce had been delivered and were in safe storage.

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Mike Targett had previously requested that the Gift Aid submission for 30.09.21 be made by the Spring Gala (now missed) and that the submission for 30.09.22 be made by the AGM. Also, the submission for 30.09.23 would include the £15k donation from Phil Hiscocks which was worth £3.750k in Gift Aid.

**IC to note**

Ian Clayton asked that consideration be given to a strategy for attracting younger members and this would be raised with the Management Committee.

**IC**

#### **4. Finance Report**

Mike Targett provided a brief overview of the finances for the Company, which included a list of available funds, as follows:

Bank:	£164,240
PayPal:	
<b>Total:</b>	<b>£164,240</b>
New Budget:	(£70,250))
Contingency	(£30,000)
Hangers	(£15,484)
Pedestals	(£8,200)
<b>Available funds:</b>	<b>£40,306</b>

Made up of:

Restricted funds D1013:	£10,500	(D1013 Bogie Appeal)
Unrestricted:	£29,806	

The Restricted Fund for D1013' Bogie Appeal were made up as follows:

Donations:	£37,216
Hangers tooling paid:	(4,732)
Hangers balance:	(£15,484)
Pedestals x 12/16:	(£6,500)
<b>Balance:</b>	<b>£10,500</b>

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A review of proposed and agreed expenditure was as follows:

**PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 4<sup>th</sup> July 2024**

Brake Gauges:	£1,400	
Batteries for D1013:	£6,000	
Brake System D1013:	£10,000	
Brake Cylinders D1062:	£1,500	
Engine Parts D1013:	£6,000	
1 x short cardan shaft for D1013:	£4,850	
Turbo Rebuild for D1013 "B" end	£7,000	
Turbo for D1013 "A" end	£7,000	(new item)
Repaint D1062:	£1,000	
Kidderminster Tools:	£1,000	
Additional 40 ft Container	£5,000	(new item)
Oil Sampling:	£500	
Spare Bogie Lift:	£6,000	
Transmission Project:	£8,000	
Contingency:	£5,000	
<b>TOTAL</b>	<b>£70,250</b>	

A discussion took place on locomotive valuations as far as the Balance Sheet was concerned on our accounts. It was acknowledged that the current value of £65k was too low a combined total for both D1013 and D1062 and that it was recommended and agreed that they should be valued at £250,000 each. With regard to D1048, this was currently valued at just £6k as "stock" and its value would be considered once the AGM had taken place. This was with the assumption that the Members would agree to adopting the locomotive within the revised Articles of Association.

**MT**

It was noted that future VAT Returns would need to be undertaken using software suitable for HMRC likely to cost approx. £360 p.a. as opposed to the current system at £10 per return. It was agreed that we should use the recommended software but only when required by HMRC. In addition, consideration would be given to changing the accountants in order reduce costs, by using Mike Targett's employer. This would be subject to further discussion.

**All to note**

**5. Business Plan 2024 to 2026**

The Business Plan had recently been updated for 2024 to 2026 and was approved by the Board. Ian Clayton suggested that we remove reference to the NHLF in the SWOT analysis under Opportunities as we're not progressing that anymore. He also suggested that reference be given to succession planning, particularly from an Engineering point of view.

**RSS**

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## 6. Locomotive Maintenance & Operation for 2024

Darren Shelmerdine reported that the start of the season didn't really go according to plan. With some delays, D1062 was signed off only the week before the first operating day. Issues with the pre-heaters and the "A" end AVR all setting things back. There was one Saturday afternoon in particular, the Working Members went home very despondent. Yet somehow the members involved with D1062 entering traffic for the year, turned it around.

The first couple of running days seemed to go well, yet since then, D1062 has once again been trying the patience of the Working Members. Firstly, a leak from a Cooler Group Element was discovered. This was going to be changed, but due to lack of access to the TMD, this wasn't done as planned before the Gala. The leak is intermittent and was being monitored.

During the Gala, D1062 blew a hydraulic hose flange at "B" End. This meant that D1062 ran part of the Gala on "A" end engine only. Following the Gala, the hose was removed and the flange that blew was taken apart, cleaned and reassembled with a new gasket. Darren Shelmerdine was happy to report that this had been successful and there had been no further leaks.

Unfortunately, the "A" end pre-heater has been somewhat troublesome of late and was restricted to emergency use only. Whilst investigations continue, D1062 may have to operate on "B" end engine only. However, following recent work, the "A" end pre-heater was back in operation but slow to preheat. An "A" Exam was being planned for early August.

Despite all the issues, D1062's operating income has already earned the WLA over £6k. It was important that we try hand keep D1062 operational whenever possible. D1062's operation not only brings in the operating income, but additional income from the Sales Team who continue to do a fantastic job and keeps the WLA's profile high which drives interest. Darren Shelmerdine stated that by working as a Team the issues could largely be overcome.

With D1062 in traffic, the Working Members turned their attention towards D1013 Western Ranger. Over the Gala D1013 was over the Side Pit with a start made on the bogie inspection. This continued in early June. Also during the Gala, the first of the Spring Hanger Blanks had arrived for verification. Graham Gant, Robin Jones and Darren Shelmerdine checked all the dimensions against the drawings, where it was found that all were within tolerance. Following this, the production order was authorised. Over the coming weeks all the parts ordered should arrive. It was anticipated that D1013 would be on the Jacks by the Autumn Gala, allowing work to commence.

Darren Shelmerdine suggested an "aim point" for finishing D1013 and suggested that July 2025 as a date for D1013's return to Traffic. This would be discussed more openly at the Working Members Meeting on the 13<sup>th</sup> July. This will depend very much on D1062 behaving and as much time as possible spent on D1013.

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There was some annoyance expressed with some of the comments directed against D1048 on social media. The WLA's position and intentions have been publicised on a number of occasions, yet there was a suggestion that some of the Working Members resented the acquisition of D1048 when they were stretched with D1013 and D1062. This was contrary to the feelings at the time D1048 was acquired, where the acquisition had the full support of the SVR & WLA Board, WLA Committee and Key Working Members. It was not known if information was being provided to the Members in question "behind closed doors" and it was agreed that the Management Committee in particular, needed to be reminded that everyone needs to adhere to the Code of Conduct within the WLA's Articles of Association. The WLA has made a commitment to assess and preserve D1048 for the time being as time and resources allow. In the meantime, the priority remains to ensure that D1062 is available for traffic and to complete the overhaul of D1013.

The breakdown in Operating Income to 30<sup>th</sup> June 2024, was recorded as follows:

Income - DFE's	£800
Income - Running Days	£2,720
Income - Additional	£0
Income - Traffic	£0
Income - Additional, Vice Steam	£0
Allowance	£2,850
<b>Total</b>	<b>£6,370</b>

Darren Shelmerdine recorded his thanks to all those who have supported the WLA in recent months. Particularly those who helped with D1062 on Winter Maintenance and preparing the locomotive for the season, during some quite challenging times.

## 7. Any other business

There were no other items of business discussed.

## 8. Dates of next Meetings

The dates of the next meetings were currently as follows:

Saturday, 6 <sup>th</sup> July 2024:	Committee Meeting at Kidderminster
Saturday, 13 <sup>th</sup> July 2024:	Working Members Meeting at Kidderminster
Saturday, 12 <sup>th</sup> October 2024:	Committee Meeting at Kidderminster
Saturday, 2 <sup>nd</sup> November 2024:	AGM at Kidderminster

[www.westernlocomotives.com](http://www.westernlocomotives.com)

The Western Locomotive Association Limited is the owner of D1013 Western Ranger and D1062 Western Courier on the Severn Valley Railway, Bridgnorth, Shropshire and is a Company Limited by Guarantee Registered number 3873466

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The WLA is registered as a charity under number 1115058