



Western Locomotive Association e-Newsletter – July 2024

Welcome

Welcome to your latest WLA e-Newsletter, your monthly update on what has been happening at the WLA and June has again certainly been a busy month all round with lots to report. So, another bumper newsletter this month – which has been more of a challenge to produce as the “day job” has become rather busier – some of you are aware I started a new job back in April, and travel overseas has increased, returning just yesterday from a week in the USA.

Over the next few months – as the summer kicks in and we all go off on long awaited holidays, I will try to bring the newsletter back to a more manageable size.

On the other hand, I have received so many contributions from you, our members, for which I am so grateful, and which I will always include, I may not be able to deliver on this commitment! And I would certainly prefer a large newsletter with all of your contributions, plus our activity, then a shorter one – see keep sending your pictures – THEY REALLY ARE FANTASTIC.

So, what has been happening in June – well it couldn't have started in a better way, and 16 of us all travelled to Devon behind D1015 Western Champion – for the return to the mainline after seven years of diesel hydraulic traction. What a great day it was and so expect significant coverage in the following pages, from both the WLA and from your contributions.

Of course, on arrival in Paignton, a quick trip down to Kingswear behind a Class 37, a quick trip by ferry across to Dartmouth and soon a much-needed beverage was enjoyed.



So, diving straight into your contributions, and the return to the mainline of D1015 Western Champion, the locomotive is seen here at Parsons Tunnel, Teignmouth – thanks to Andy Byrne for this great picture.



D1062 has also been very busy – in action on 7 days during the month hauling services up and down the valley. The first outing of the month saw Courier in action over the weekend of 8th and 9th June and certainly the crowds gathered at the SVR.

DFEs are also returned during the month and Courier was first out – with an excellent day on Monday 10th June – a full report on this first DFE of the year is of course included. Happy “drivers” are seen below – read on for more.



Courier then continued to entertain, at the Mixed Traction Weekend over Saturday 15th and 16th June, and then again on Friday 21st June for the SVR Shareholders and Members event.

Finally, Courier is out again this weekend for the “Back to the 1940s” event – I am not sure that our hydraulics fit into this themed event – but we are delighted to be taking part as the premier diesel traction over the weekend!

Finally, thanks to our very own Tim Langley for sharing this wonderfully provocative image –

“I took the attached photo at Bewdley as Courier made a sudden stop at the signal box and then roared off into the sunset with the final northbound train on Friday. It’s my favourite one from the Gala.”

It is absolutely one of my favourites also.



In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair
- A WLA Wedding – Special Feature
- Your SVR Gala Pictures
- 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

At long last summer has arrived, judging by the heat in the cabs! Many of you will know that the cab of a Thousand is one of the hottest places on earth when the sun gets out in the summer! Anyway, D1062 was out and about for no less than eight days in June, including an ECS trip on the 7th June to base the loco at Bridgnorth for a couple of days, ready for the SVR's Family Fun Days on the 8th & 9th June. And then on Monday, 10th June, our first Driver Footplate Experience (DFE) course of the year took place at Bewdley with Darren doing the honours. By all accounts, this was a memorable day out for all the candidates, with so many happy faces on social media that followed on afterwards! Thanks to all those who supported this event, in prepping the loco and in helping to look after the guests, it was a real team effort, so very well done!

D1062 then went on to support the SVR's Mixed Traction event on the 15th & 16th June and then, a last-minute request to run on the SVR Members & Shareholders Day on the 21st June, which entertained the masses.

Quite how a Thousand fits in on the 1940's weekend is something to think about but then I suppose German V12 engines were definitely around in those days!

I have to say, so many people keep complimenting us on how well D1062 sounds and long may it continue. In general, the loco is performing really well; there's just a small coolant leak on one of the Cooler Group elements that we have to keep an eye on.

Unfortunately, however, various faults have manifested themselves in D1062's "A" end pre-heater. This has been thoroughly investigated by Roger Fry and a decision has been made to use this for "emergencies only" as the pre-heater is at risk of permanent damage. The good news is that the components at fault can be replaced and the pre-heater used again but it's likely to be a "pre-heater out job" which might mean having to wait until the end of the running season. Another rebuilt pre-heater should be ready around September time and the short-term objective is to have two good working pre-heaters on D1062, with two spare, fully tested ones. Better to run D1062 on one engine for the time being, rather than risk writing off a complete pre-heater which would be irreplaceable!

During the month, D1013 underwent a thorough bogie inspection whilst over the pit at Kidderminster TMD. The inspection was carried out by Robin Jones and Graham Gant, mainly to check out the extent of the work required for when the loco gets up on the jacks for a bogie lift in September of this year. The good news is that the bogies are "no worse than what was expected". For a quick overview, the inspection showed that one of the axle boxes was slightly leaning at "B" end, all the trunnions were shimmed, rubbers in need of replacement, handbrake gear in need of attention, spring hangers and pedestal brackets in need of replacement (on order). The brake gear was in reasonable condition, so once the loco is lifted and the planned work is undertaken, we should have a loco with bogies as good as those on D1062! Sounds easy to say but there's lots of hard work ahead...!

Also, on the pit during the month was D1048 which received a bit of much needed TLC preservation work and so thanks to those who gave a hand in all the scraping and painting!

On the admin side, we have a Board meeting to look forward to on 4th July, followed by a Management Committee meeting on 6th July. There's then a Working Members Meeting on 13th July, so still lots going on, whilst D1062 has a break until its back working again from the 27th July through to the 1st August.

And then it really will be summer!

See you on the Valley!

Roger Smith
Chairman

A WLA Wedding

A few pictures from the Wedding Special on Saturday 28th May, starting with Darren photographing his pride and joy at Hampton Loade as it hauls the wedding party celebrating the marriage of Fiona and Michael.



At Bridgnorth with the guests enjoying their wedding dinner.



The Groom and Best Man getting ready for a cab ride from Bewdley.



Photos of the happy couple with 62 at Kidderminster



It's the end of the day and Courier is parked up on CS6.



The following day, 29th May, Courier is called upon to shunt D1011 Western Thunderer! and Peak D182.



Finally, making in back to the TMD.



And many happy memories. Congratulations to Michael and Fiona and thank you for allowing the WLA to be part of your big day.



Your SVR Gala Pictures

A fantastic shot of Courier at / near Country Park Halt on the Sunday, taken by **Richard Hackett**.



And from our own **Mark Simmons Jenkins**...

Courier backs onto the stock at Kidderminster (17th May).



Courier runs round at Bridgnorth (17th May).



Courier's leak causes concern at Bridgnorth (18th May)!



Roger eases Courier forward on its run round at Bridgnorth (18th May).



Amazing what you see through a Bridgnorth buffet window whilst in the queue.



Thank you to **David Willoughby** for this selection of his Gala memories.



Steve Widdowson has also supplied the following, starting with 43 303 and 43 301 passing a Class 52 – we all remember that it was the HSTs being introduced into service back in the 1970s that led to the final demise of the non-standard diesel hydraulics – maybe a better description of this picture – “the older and the old!”



And D1015 then seen passing Highley.



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

Saturday 1st June

The TMD

During the Gala and over the past few weeks, work has been quietly progressing in the TMD and at Bridgnorth.

Ranger has been in position on the side pit, giving us the opportunity to make a start on the bogie and underframe inspection. Although we have a good idea what is required on Ranger, with the experience gained working on Courier's bogies, we can use this opportunity to identify any other issues or concerns.

On the "A" end bogie, some issues have been noted and additional parts will be ordered. Items such as Separation Tubes will need to be manufactured and so taking lead times into account, the more issues we can identify now and in coming weeks, the more time we will save later.

At Bridgnorth, the pre-production spring hanger arrived and was inspected to verify dimensions. These were found to be within tolerance and the order confirmation has been placed with the supplier.

We will continue to keep you up to date on progress with Ranger's bogies.

Lady has also been over the pit and a start has been made on cleaning and painting her bogies as part of the long-term preservation of the locomotive. The assessment and preservation work of Lady will continue in the background as time and resources allow.

Work carried out at the TMD on 1st June by the dedicated few, whilst others were out on the mainline, included the following:

- D1062's "B" end engine oil was drained but time ran out and so there was no time to refill due to a late start and the PICOS leaving early.
- D1013's bodywork blisters (of which there are a few!) received some attention – the 1st one being attended to by Marty was filled and rubbed down.
- D1013's sandboxes were assessed for condition (to be wax oiled) by Rob.
- D1062's ex "B" end watchman was stowed away in the containers.
- D1013 "B" end watchman had coolant hoses fitted by Mark & Graham.
- D1013's cab sliding windows were assessed for condition and repair by Mark and Graham – two will require bottom runner replacements. (spares are available at Bridgnorth)

There was also activity at Bridgnorth with Roger, Richard and Paul present.

Saturday 1st June - D1015 Western Champions first Mainline Tour

Whilst team members were busy in the TMD, others were out behind D1015 Western Champion on a day trip to Paignton.

It was an early start to the day with a 06.42 departure off Platform 2.



D1015 is seen arriving on Platform 2 on time and was soon ready to depart.



WLA working members were evident on the platform – Mike Troman’s seen with a big grin on the left – not sure who was responsible for this picture, they could have asked me to smile!



Sixteen working members settled into 1st Class comfort at various pick-up points as the train headed southwards towards the West Country and Devon.



The first photo stop was at Bristol Temple Meads with Champion back on “home territory”.



And great to see the crowds gathered to admire the hydraulic ticking over at the platform end.



We were also joined by our new hydraulic fan and social media influencer.



It was good to see lots of people out and about taking photographs and admiring the passing of a diesel hydraulic, much missed over the past seven years.



A day by the sea – Phil and John enjoying the view.



Upon arrival at Paignton, a number of us transferred and took the Class 37 to Kingswear, looking forward to lunch in Dartmouth.



Many other pictures of this event are included throughout this newsletter, so I have not gone overboard here, needless to say the day was over too soon, and a farewell was bid to D1015 upon arrival at Swindon, it then heading north back up to Birmingham and Tame Bridge Parkway at midnight!



WLA Members Memories of the day

Steve Bielby

Leaving Paignton, picture taken whilst travelling behind 37 703.



Shunting about to take place.



Arriving ECS into Paignton.



Awaiting departure of 1Z52 - been trying to get this photo every time we visited Paignton and always struggled for time.



Sally Sheldon

Sally was with our party of 16 on the day and has shared the following – and it wasn't all about D1015 and diesel hydraulics, some boats and beer also featured – although I am not sure exactly what I was pointing at!



Our Chairman, looking well chilled.



These are the last couple of pictures from 1st June, Champion back at Tame Bridge Parkway just after midnight.



Plus one first thing the next morning at about 5.50 am.



Thursday 6th June

A presentation was made to the Bath Railway Society on the Highs and Lows of Diesel Hydraulic Preservation – Three Years in the Life of the WLA – this of course started with a much-needed glass of ale on a glorious early summer evening. Peter Bamber and John Kite always happy to sample the local fayre.



The small Sales Stand was soon assembled, and the Bath Railway Society Members present certainly didn't hold back in topping up WLA coffers – a big thank you to them all.



It was a fantastic turnout of people wanting to listen to what we had to say, with nearly 40 present in the room.



Saturday 8th June

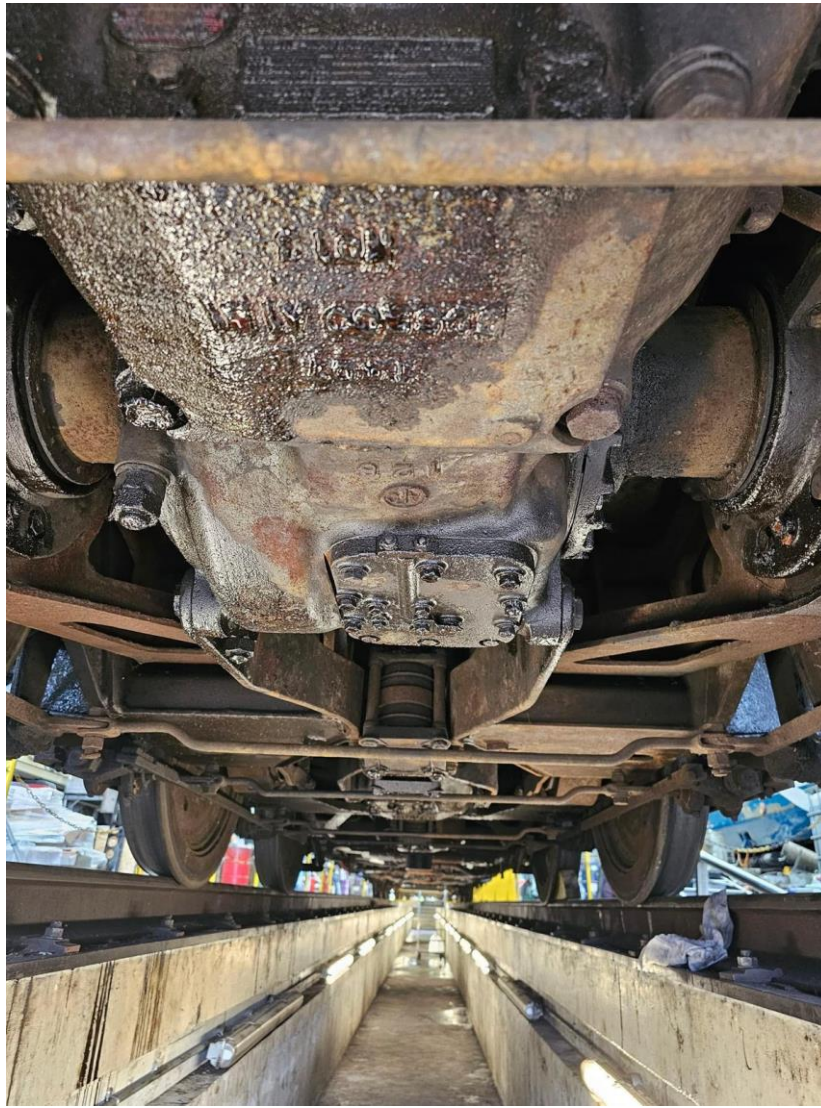
Updates received during the week reported the positive news that engine oil changes on D1062 were completed on Sunday 2nd June and so D1062 was now available for traffic again on both engines.

This was good news as June was quite a busy month with 7 operational days including the first Diesel Footplate Experience of the year.

D1013 has remained over the side pit allowing for the continuation of the bogie and underframe inspection. Whilst in this position, all Working Members have been encouraged to get underneath and to scrape and clean her bogies – this will help in the long term.

The next task on D1013 is to complete the engine overhaul, refit the cam box and lift the engine back into the locomotive.

We are positive that with the current team and support and momentum, we will soon have Ranger ready for an engine restart.



Monday 10th June

First Diesel Footplate Experience of the year

It was a glorious day for the first DFE of the year. A 9.00am departure off Kidderminster to go and meet up with the eight drivers for the day at Bewdley meant an early start and pre-heaters on at 7.00pm. D1062 is seen leaving the TMD as 9.00am approached, and then upon arrival at Bewdley at 9.15am.



Everybody was enjoying breakfast as D1062 enjoyed the sunshine at Bewdley ahead of her scheduled 10.00am departure.



The wonderful weather continued, as seen as the locomotive started the run around at Bridgnorth.



Ready for the journey south from Bridgnorth and a fast non-stop run to Kidderminster, apart from the one stop for the driver change at the County Line and a pickup of the next set of drivers at Bewdley.



Having travelled all the way from Scotland, it was a great family day out for one of the drivers.



The first 4 certificates awarded – no one failed to make the grade 😊



The second set of 4 drivers then took over and it was their turn for an experience of a lifetime.



All four passed again!





A superb day, be it a very long day, is all over too soon, and at 6.30pm, a short trip back to Kidderminster and Courier can be put to bed for the night.



It was great to see Adrian Harris, one of our guest driver's posting on our Facebook Page and sharing what a great day he had, thank you Adrian.



Western Locomotive Association · 6 h · Bewdley · 📍

Amazing footplate experience, long overdue for me. The wonderful Western Courier in fine voice. Thankyou to all those that made the day happen. — at Severn Valley Railway.



Western Locomotive Association · 59 m · Kidderminster · 📍

On 10th June 2024, myself and 7 other excited guys met at Bewdley station to live out our dream of driving a Western Diesel Hydraulic. It was truly a fabulous day, the weather was lovely. The footplate experience was a long time coming but worth the wait. Please feel free to see a selection of my images at the following link on Flickr <https://flic.kr/s/aHBqBvbcV> feel free to download any you like. — at Severn Valley Railway.

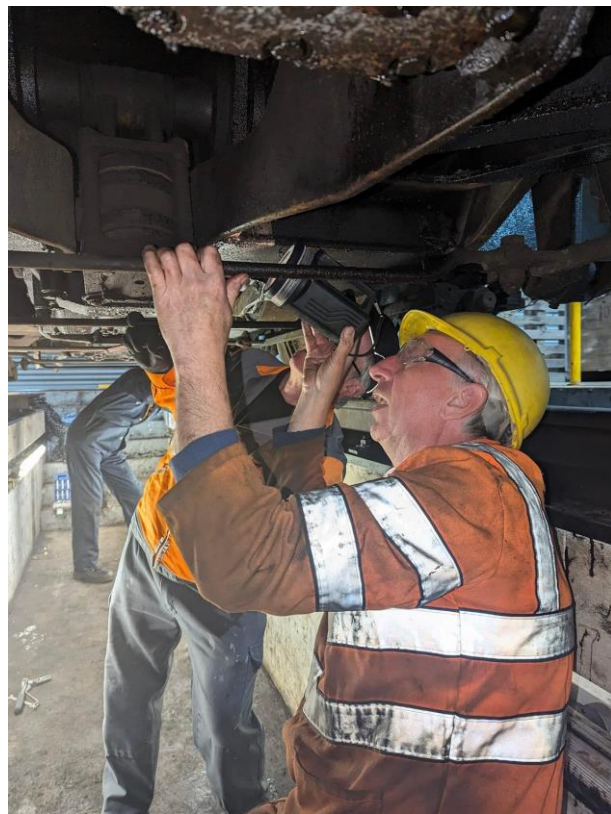
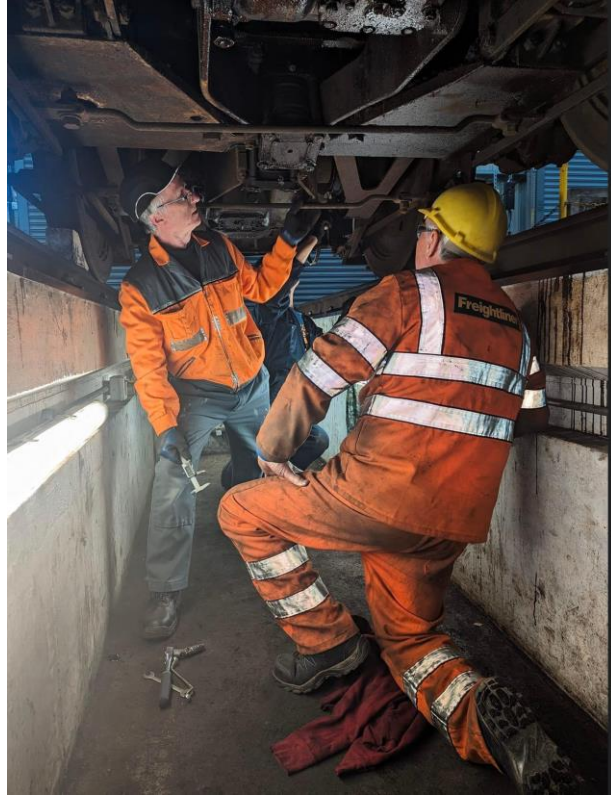
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Wednesday 12th June

It was back to D1013 on Wednesday and a team continuing with the underside inspections. Reports back say all was going well and lots of “Mmmmmmmmming” being heard.



Saturday 15th June

Mixed Traction Event at the SVR – D1062 in service.

A wet start to Saturday, with Iain White and Jack Walker in the chair for the day.



Prior to departure, all pre-start checks were OK, although “A” End pre-heaters was proving to be temperamental. The previously reported coolant leak – which “comes and goes” was back – as seen in the below picture, although rainwater may have made this look worse than it is.

Coolant levels were of course checked and topped up.



On the train, Mr Bamber and Mr Kite were back on Raffle Ticket sales – and a successful day was reported.



This month's Caption Competition – Paul Walker and Ian Jackson in the distance, Jack Walker and Iain White in the foreground -what is being discussed?



It was Mr Kites allocated duty to record the day – mission accomplished John.



Sunday 16th June

Mixed Traction Event at the SVR – Part II - D1062 in service.

Our Chairman took over the controls for the day and reported a quick dash to the fuel pump to take on 300 gallons having noted only 200 gallons showing – so a quick uncouple from the stock and refuelled again. “A” End preheater continued to play up – smoking, tripping out on the stack switch and then tripping the red reset button. Both engines were successfully heated and started but the pre-heater will need to be addressed.



Overall, a successful Mixed Traction Weekend – the below showing those enjoying their haulage behind D1062 Western Courier.



Tuesday 18th June

The following notification was distributed to all Working Members regarding the issues with “A” End Preheater the Please, ensuring all were up to date – “Be aware that D1062 remains available, but on “B” End only due to an issue with the Preheater at “A” End that re-manifested itself on Sunday. The plan is for one of the WLA's Working Members to attend to the Preheater next Tuesday or Wednesday to try and address.”

Friday 21st June

SVR Members & Shareholders Day at the SVR – D1062 in service.

D1062 was rostered to haul services at this prestigious event and the following records of the day have been supplied by Peter Squire.





Saturday 22nd June

A report from our Bridgnorth Team who are busy working on the next spare pre-heater, with the focus being on the cleaning and testing of one of the spare burner pots, which will now be reassembled and fitted to the spare preheater.

The test was successful and if you look closely, the spark can be seen in this capture from a video clip recording the test.



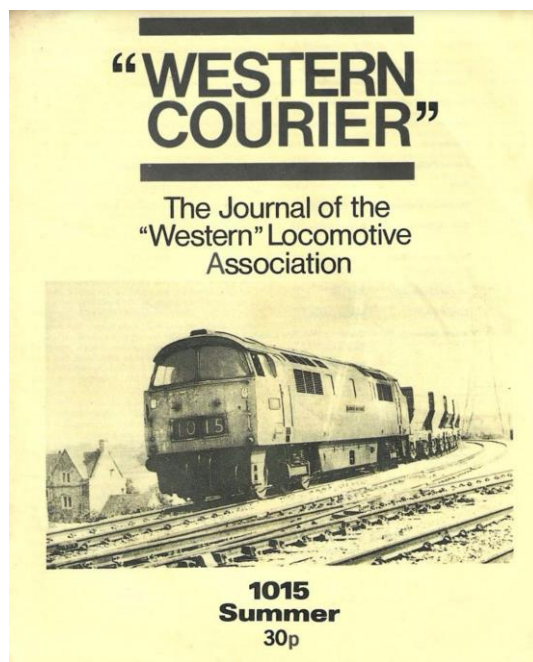
Saturday 29th June

1940s Weekend at the SVR (Reports awaited!)

Following the inspection earlier this week of the "A" End preheater – it has been advised that it must be used for "emergencies only" and must be supervised at all times.

However, before any further use, an internal inspection of the fire chamber, air dome and flues must be carried out to check for any defects, and ahead of any attempt to operate the preheater. A further analysis is also required of the electrical system and a Safety Assessment completed before any further use.

Western Courier – Issue 1015



A Special Trip – Part 1

“Western Sparksman”

Friday 27th May 1977.

Three months since the Westerns dies on British Rail, and it was time for a house moving session. This was the day when, after living in one place for three and a half years, pastures new and fresh “Glory” was sought. D1062 Western Courier was on the move, leaving Swindon behind.

The doors of the Weighbridge swung open, and the bright early sun cast its rays into the dark, catching the front of D1062. She was shunted out, emerging from hibernation and gleaming in ex-works condition.

She was stood off in the Locomotive Works Yard where the imagination could recall the days when such a sight was commonplace. Alas, now only a memory.

At 09.55 the works pilot buffered up so terry, Brian, Graham and myself clambered aboard Western Courier with iron rations, small kit, cameras and canned beer for the journey ahead.

10.00 and off we set up the engine line to the “Triangle” where another pilot came and placed D1062 at the head of a rake of wagons ready for movement to the Transfer Sidings. This operation had taken 15 minutes, but it was a further fifty-five minutes before clearance was given for passage to Transfer.

After arriving at Transfer, there were several shunting movements before Courier was marshalled with a motley collection of wagons which was supposed to form a partially fitted freight.

It was expected that our departure to Avonmouth Docks would be at 14.24, but at 12.45 locomotive number 45 038 arrived for a 13.00 departure. A brake test was swiftly completed and 45 038 / D1062 with train drew slowly forward to the signal allowing our entry on to the main line.

13.01 and the signal clicked from danger to clear. We were off, steadily picking up speed through Swindon station. Beyond was the works and when the “A” Engine Shop came in to view, there was much blowing on

Courier's horns, echoing off the silent ranks of sister locomotives earmarked for the cutters torch. There was no response except perhaps nostalgic memories.

We quickly settled down to a steady 45 mph which was our towing restriction. Wooton Bassett was soon reached and veering right for the Badminton Line, we watched the Guards Van lurching and bumping around.

14.05 and we were at Bristol Parkway, where we stood for 13 minutes before setting off down the gradient through Filton North Road, Hallenmarsh Junction and Holesmouth Junction and finally into Avonmouth Docks at 14.45.

There was more shunting at Avonmouth Docks until Courier was placed at the head of a fully fitted vacuum van freight destined for Penzance via Bristol Temple Meads, Taunton and Exeter Riverside.

15.10 departure time from Avonmouth Docks was not scheduled until 18.20, so it was break time, feet up, and reach for the booze – Colt 45!

It should have been Fosters as some colonials from over the water kept dashing through the cab, In between the activity, there was a chance to exercise the camera.

(To be continued)

Another interesting snippet.....

Last Minute Extras

Name and Number plates: offers over £495 each set.

- D1006 Western Stalwart
- D1045 Western Viscount

Offers over £400 each.

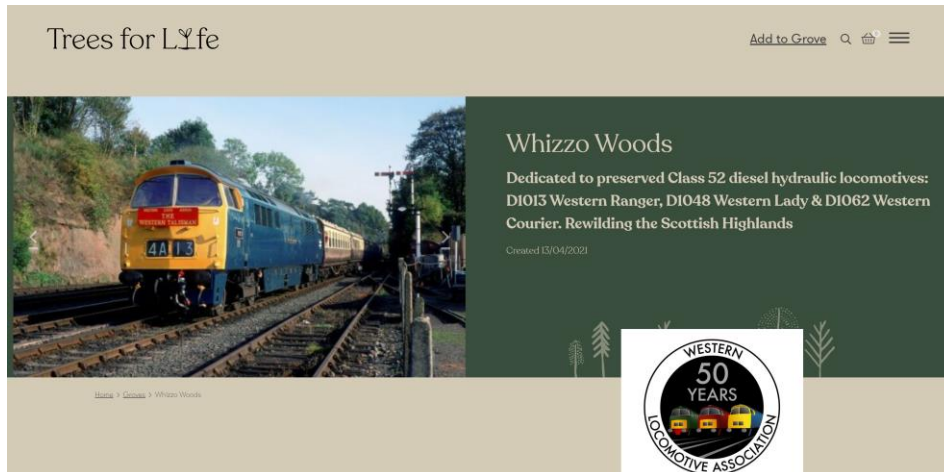
- Warship Nameplate – Resistance
- Brass Cabside from a Castle class – “5062”
- Brass Cabside “97xx” - £115
- Cast Iron Cabside “3742” - £50

Should have bought some of the above at the prices asked as £495 in 1977 is worth about £3,950 today. Now that was a good price for a Name and Number plate set!

Whizzo Woods

At the end of April, we have **376 trees** in Whizzo Woods, an increase in tree population of **13** 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/>

Sales Team Update

I am delighted to say that we are getting regular donations of books, models and memorabilia which are a great help in raising funds which our Engineering Team seem to have no difficulty in spending.

One or two highlights from a recent donation are as follows, if you would like any of them please make an offer to sales@westernlocomotives.com

The Diesel Impact on British Rail - a detailed evaluation of BR locos up to Class 56, including the various manufacturer's engines.

First Generation DMU's in Colour - all the Bog Units you used to love to hate and now miss.

Locomotives of the LMS - I know it's steam but this is a spotter's book from September 1947 which makes a great contrast with the books now available - for one thing the sheer number of locos available.

If you're thinking "what sort of memorabilia?" the answer is just about anything from Signalman's dusters (snapped up by an SVR Signalman) to pieces of Western bodywork. We offered piston rings, connecting rods and life expired torque reaction arm rubbers at the Spring Gala which were all snapped up.



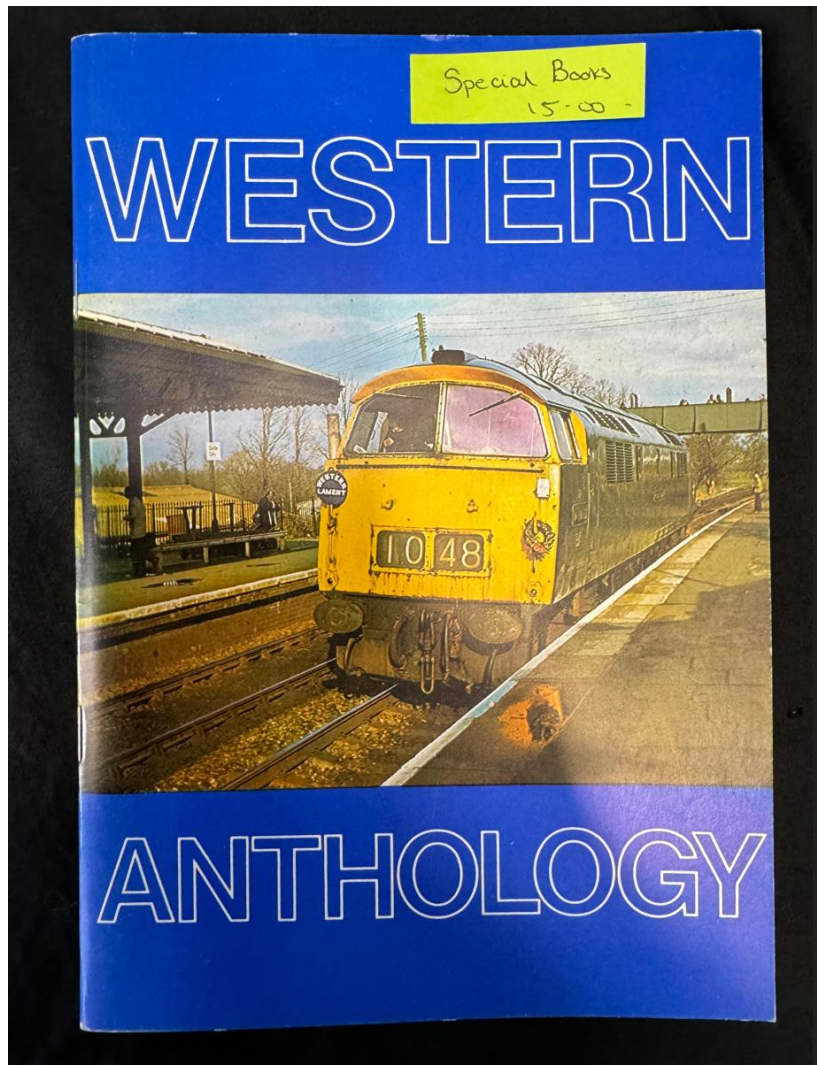
Our new limited-edition print "Bufferstop Wizzos" was on display at the Gala and it is now available from the online shop. Only 74 prints will be made, with a choice of A2 and A3 prints, ready mounted for framing. Our thanks to the artist, member Phil Hiscocks, who took up his pencil again after a gap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

John Kite is working on our 2025 Calendars with Lady featuring in her own production and Westerns on Shed as the other theme. Any photos you would like to be considered for inclusion please send to sales@westernlocomotives.com.

New car stickers featuring three locos are in the works and beanies in preparation for the Autumn Gala.

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 one copy only – so get your claim in quickly.....



Membership News

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
- 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

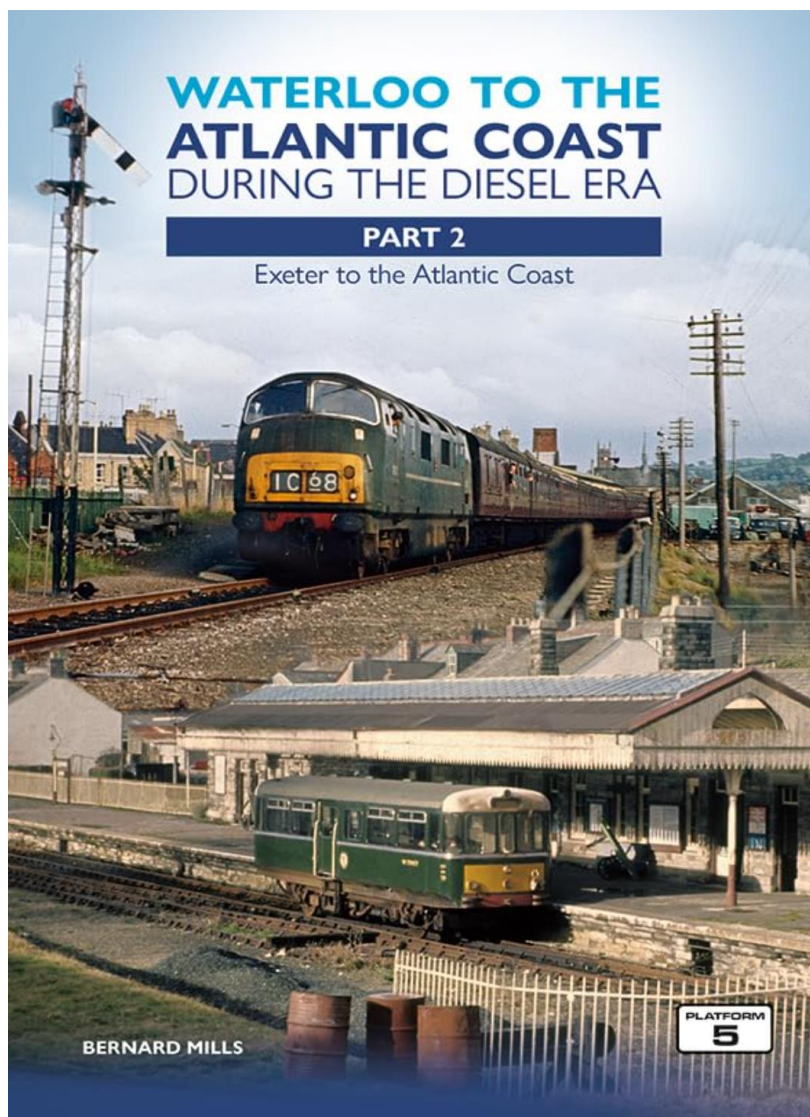
One of your objectives is to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome.

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



Waterloo to the Atlantic Coast During the Diesel Era Follows the course of the renowned Atlantic Coast Express, which ran from London Waterloo to destinations on the north coast of Devon and Cornwall, including Ilfracombe, Bude and Padstow.

Drawing from his vast photographic collection, prolific railway photographer and historian Bernard Mills provides a wonderful selection of colour images from the entire course of the route across his pair of Waterloo to the Atlantic Coast in the Diesel Era books.

These date back as far as the mid-1960s and depict a diverse selection of diesel traction, including iconic diesel-hydraulic classes as well as more recent types such as Classes 33, 47 and 50. First generation diesel multiple units also feature in this second volume, operating on north Devon and Cornwall's branch lines.

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 the 1990s, when diesel-hauled trains were the order of the day.

96 pages. A4 size.

Media Coverage

NEWS | Heritage



The Diesel & Electric Preservation Group's 47077 *North Star* continues to supplement the diesel fleet on an extended loan to the North Yorkshire Moors Railway. On April 27, 47077 stands at Grosmont, ready to haul the 17.10 service from Whitby to Pickering, which it had just taken over. Mark Allatt

team at the Eden Valley Railway has been observing the rocker gear opening and shutting without any issues.

They also fitted the test caps for the heat exchanger and pressurised it to 10psi for about half an hour and it held, so the welded repairs are good, with no oil leaking either. Another step forward.

There has been quite a bit of discussion about the generator and a decision was made to take all the brushes out of the main and auxiliary generators and give them a good inspection to see what condition they are in.

The team has been stripping the 'A' side brake cylinders, where four out of the six are currently in bits, and the brake framework is all moving freely. This will now be cleaned up, lubricated and greased.

37108 - Ruddington: The Heavy Tractor Group and the 37108 Group have announced they are joining forces to continue the restoration of 37108 at its new base at the GCR(N) at Ruddington.

The two groups have worked closely together over the years and this collaboration is the next step in the extensive restoration of the locomotive, now back in BR green with full yellow ends and numbered D6808, which has been underway at the Crewe Heritage Centre.

The work on D6808 is already ongoing, with many of its major components already overhauled and stored ready for refitting when internal work and painting is completed. The restoration will leave no stone unturned and with the work completed to a high standard will eventually see D6808 join D6700 and 37114 *Cardiff Canton*,

along with 37009, as regular performers at the Great Central Railway.

Although the groups are working together, both will retain their separate identities, while details of the restoration as it progresses will be updated on the HTG Facebook page and the website.

There is no deadline to complete the work, with the priority focused on a quality restoration.

D6948 - Toddington: The Growler Group, which owns 37215 and D6948, is celebrating the locomotives' 60th birthdays with a running day at the Gloucestershire Warwickshire Railway on August 16.

37215 was released from works on January 13, 1964, while D6948 will reach 60 on October 30.

When the group secured the purchase of 37215 in 1994, it took four years of painstaking work by its volunteers to return it to a serviceable condition, and it made its preservation debut on September 25, 1998. It celebrated another milestone of 25 years working in preservation only a few months ago, which was a very proud moment for the group.

By comparison, D6948 was actually a runner when it was preserved in 2009, but it was decided by its owners to stop it for an overhaul and repaint into BR green, which took about five years to be completed.

Both locomotives have proven themselves to be very reliable during their preservation service and are a credit to the volunteers and the group itself.

The GG said: "We now look forward to the future but understand that

there will be challenges ahead to keep both locomotives running and operational. So, to celebrate this milestone of 60 years being reached, the group has decided to have a running day utilising both locomotives on Friday, August 16 at the GWSR.

"We welcome everyone who has an affinity to the class to come along. Further details of this event and information about the group can be found at <http://thegrowlergroup.org.uk/> and tickets for the day and also membership of the group can be found at <https://thegrowlergroup.square.site/>

50033 - Kidderminster: The locomotive is all but ready to attend the West Somerset Railway, but it was deliberately excluded from taking part in the Severn Valley Railway's Spring Diesel Festival to allow the final few jobs to be completed on it, prior to its working visit to Minehead.

1062 - Kidderminster: A fault manifested itself on April 13 which was traced to the 'A'-end automatic voltage regulator (AVR), as suspected. Having spoken with the electrical team, it was agreed that the spare AVR purchased last year will be fitted and the failed unit go for repairs.

Other work undertaken on the locomotive of late has included attention to a leaking union at 'B'-end, a general tidy-up of the cab and engine room, and the refitting of roof panels.

There has also been topping up of the oil levels, an oil change of 'B'-end Serck System, refitting of some of the vestibule panels and assembly of two towers for accessing the bodywork.

D9015 - Barrow Hill: The electricians have moved onto the locomotive as it enters the latter stages of its lengthy overhaul. Mechanically, the engineering team is attending to the last few outstanding jobs, including setting the gaps on the load regulator and collating all the relevant pipework to connect the fire suppression system in the nose ends.

Meanwhile, the light green skirt has had its final adjustments done. The return of *Tulyar* to traffic for the first time in more than a quarter of a century draws ever closer!

55019 - Barrow Hill: The electricians completed their last couple of jobs, including reconnecting the speedometer cable with new conduit, replacing the life-expired one, which was removed when preparing the locomotive for its recent traction motor change and the electricians have now handed the locomotive over. The engineering team are now midway through a 'C-exam' on 55019.

E6036 - Oswestry: The Cambrian heritage railway's resident Class 73, E6036 *City of Winchester* (73129), has rejoined the serviceable fleet after winter maintenance. The work has seen the engine silencer replaced, the pocket roof section it fits in repaired, a deep clean of the engine room, which included lifting the floor plates, two windows being replaced, refurbishment of the TDR2 relay, general contactor cleaning, and a range of other smaller jobs. The locomotive returned to service on May 12, hauling trains between Oswestry and Weston Wharf. 📷

Severn Valley Railway News – Running Dates & Events

D1062 Western Courier is operating on the following dates....

- Saturday 6th July – Step back to the 1940s Weekend
- Saturday 27th July – Kidderminster 40th Anniversary Celebrations
- Sunday 28th July - Kidderminster 40th Anniversary Celebrations
- Tuesday 30th July
- Wednesday 31st July

- Thursday 1st August
- Saturday 17th August
- Sunday 18th August
- Monday 19th August (DFE)
- Tuesday 20th August
- Wednesday 21st August
- Thursday 22nd August
- Saturday 24th August

- Saturday 14th September
- Sunday 15th September
- Monday 16th September (DFE)
- Thursday 3rd October – Autumn Diesel Bash
- Friday 4th October – Autumn Diesel Bash
- Saturday 5th October – Autumn Diesel Bash
- Sunday 6th October – Autumn Diesel Bash

01-Jul	Diesel Footplate Experience	46045	
03-Jul	Table A S2 Diagram (One Return Trip)	33108	
03-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
04-Jul	Table A S2 Diagram (One Return Trip)	33108	
04-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
06-Jul	1940's Weekend (Special WTT)	D821	Special WTT - Diag 1 - 2 Return Trips
06-Jul	1940's Weekend (Special WTT)	D1062	Special WTT - Diag 2 - 2 Return Trips
07-Jul	1940's Weekend (Special WTT)	D821	Special WTT - Diag 1 - 2 Return Trips
08-Jul	Diesel Footplate Experience	Class 50	
10-Jul	Table A S2 Diagram (One Return Trip)	Class 50	
10-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
11-Jul	Table A S2 Diagram (One Return Trip)	Class 50	
11-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
13-Jul	Table B S3 Diagram (One Return Trip)	DTG D821	
13-Jul	Table B N1 Diagram (One Return Trip)	DMU 3-Car	
14-Jul	Table A S2 Diagram (One Return Trip)	DTG D821	
14-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
15-Jul	Diesel Footplate Experience	DTG D821	
17-Jul	Table A S2 Diagram (One Return Trip)	Class 20	
17-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	
18-Jul	Table A S2 Diagram (One Return Trip)	Class 20	Works Table AS2 Diagram then last leg of N1 to BH vice DMU. CI20 remains at BH
18-Jul	Table A N1 Diagram (One Return Trip)	DMU 3-Car	with stock for N1 Summer Diagram, DMU ECS to BY Rock.
20-Jul	Table C S3 Diagram (Two Return Trips)	Class 50	
21-Jul	Table B S3 Diagram (One Return Trip)	Class 50	
21-Jul	Table B N1 Diagram (One Return Trip)	Class 20	
23-Jul	Table B S3 Diagram (One Return Trip)	Class 50	
23-Jul	Table B N1 Diagram (One Return Trip)	Class 20	
24-Jul	Table B S3 Diagram (One Return Trip)	Class 50	
24-Jul	Table B N1 Diagram (One Return Trip)	Class 20	
25-Jul	Table B S3 Diagram (One Return Trip)	Class 50	
25-Jul	Table B N1 Diagram (One Return Trip)	Class 20	
27-Jul	Kidderminster 40th Anniversary (Spl WTT)	WLA	
28-Jul	Kidderminster 40th Anniversary (Spl WTT)	WLA	
30-Jul	Table B S3 Diagram (One Return Trip)	WLA	
30-Jul	Table B N1 Diagram (One Return Trip)	D9551	
31-Jul	Table B S3 Diagram (One Return Trip)	WLA	
31-Jul	Table B N1 Diagram (One Return Trip)	D9551	

Member's Forum & Gallery

Mike Beale — Following our presentation to the Bath Railway Society, Mike Beale contacted us with the following note

“Thank you all very much for your presentation last night, I felt that the talk gave a good insight into the problems of keeping heritage vehicles operating and for most of us the level of technical information was just right, illustrations and delivery were also excellent.

You may also be interested in the attached photos I took on 14th April 1964 at Stoke Gifford (now Bristol Parkway) showing D1029 'Western Legionaire' (spelt wrongly by Swindon and corrected to 'Legionnaire' I believe at overhaul in 1969) on a test train from Swindon.



Julian Loble - Thanks to Julian who is currently signing up to be a Working Member and wrote.....

"I attended the SVR Induction Day on Saturday and put WLA down as my volunteering preference. I understand I should be contacted in the next week and I'll be able to offer some help in the TMD in the not too distant future.

The treat of the day was that Western Courier was in service and hauled us back from Bridgenorth to Kidderminster. There was a "Hey Duggee" event going on at Highley so the stop there was a long one for hundreds of parents and kids to get off and on the train. I think it was Alan driving and I'm sure he enjoyed trying to make up a bit of time between Highley and Kidderminster! I certainly did – the Maybachs were singing!

I've attached a photo at Bridgenorth just before the return journey with Sally jumping in the rear cab and another of Courier just after arriving at Kidderminster."



Steve Bielby — Back to Steve again who still needed more of D1015 after the Paignton Tour and so went out to see the tour stock return to Nemesis Rail at Burton-on-Trent on the Sunday afternoon.

50007 towing a silent D1015 into Wetmore Sidings.



The stock being propelled back to Nemesis Rail.



D1015 leading erupts away from Wetmore Junction. In a hurry to get home. Leaving 45 minutes early. Only on-site 10 minutes.



The booked return that should have been via Sutton Park was actually via Birmingham New Street platform 12.

Steve also captured D1015 at Derby following its trip to Swanage for the Diesel Gala - I have included some pictures recently taken in the Derby area at my local haunt Stenson Junction.

Returning 20311 & 20302 from the Swanage Gala, OZ20 Eastleigh Arlington to Barrow Hill L.I.P.



14/05/24 Going away to Toton photo.



Later in the evening of 14/05/24, I just happened to be at Derby station with a few others and look what rolled in at 21.18. D1015 0Z52 Barrow Hill L.I.P. to Burton Wetmore Sidings.



Andrew Royle – Back in 1975, I recall the rare sight of a 52 with air-cons passing through Leamington, following the derailment on the WCML which brought many diversions into Paddington.

I wouldn't have expected to see a repeat performance all these years later.



D1015 was out and about again on 18th June – heading north the Keighly & Worth Valley Railway – and recorded by Peter Squire at Droitwich Spa.



Gordon Natrass has supplied the following commentary and pictures...

I first had D1062 in October 1988 and then again in May of 1989. 33 years then passed with responsibilities and all the trappings life going with that alarming now I write it period of time.

The Magnificent Severn last year re-acquainted me with Courier and I was as impressed as that first time in 1988. We chose to Stay in Bridgnorth for the Spring Gala, Happy Days - Courier was on the last run of Thursday & Friday we visited.

The 2 photos attached were from the last Kidderminster Bridgnorth on the Friday evening. Courier was hellfire bringing back memories of standing start at the mouth of Bewdley tunnel (but without the table collapsing this time) all those years ago.

Something very special about a Western on the valley at dusk chasing the last of sun.



And thanks again to **Steve Widdowson** for the following...

Some pictures of D1015 returning to SVR from Burton. D1015 reversed at Droitwich Spa using the crossover, instead of going to Worcester yard to reverse - 15th May 2024. (I think Steve must have been standing with Peter!)



And Steve now takes us back into the past – and D1048 Western Lady at Stockport on 20th September 1987!



And then to D1010 Western Campaigner, masquerading at D1035 Western Yeoman at Didcot in all over green livery with 7018 on 24th October 1987.



And ending with the best D1013 Western Ranger, without name & number plates seen @ Bridgnorth & then at Eardington on 13th July 1976.

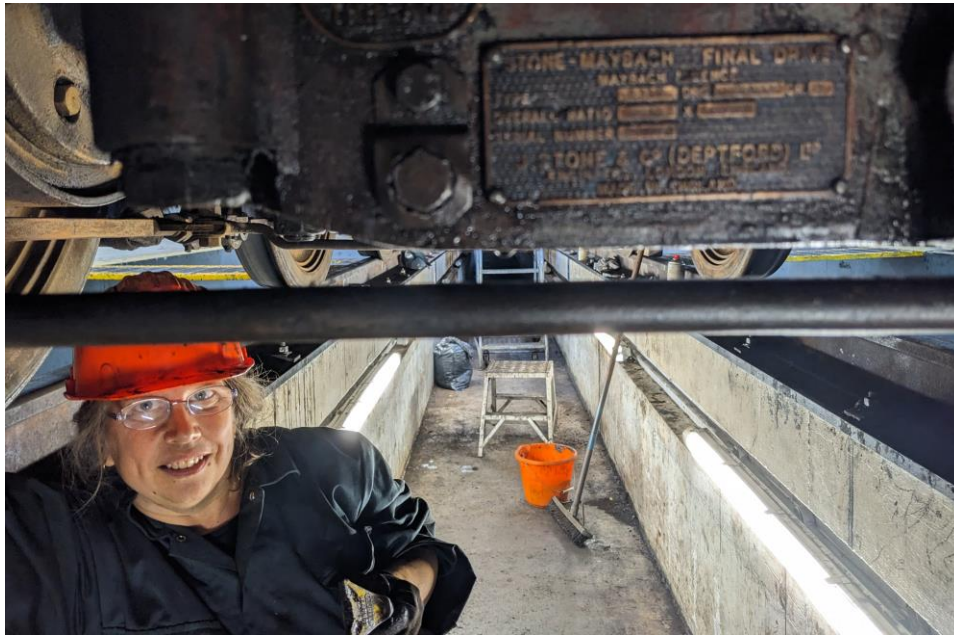


Closing Notes and Book Ends

It's the Pits!

Thanks to David Hewell for this less common view of a diesel hydraulic, in fact D1013's "A" end final drive gearbox with Stone Maybach builder's plate.

Oh, and Sally too!



Meanwhile, back on the June 1st Tour, conversation was really flowing as everyone enjoyed the big day out, although most conversation appeared to be by TEXT 😊



To finish this month's newsletter – a new feature called Drivers Corner – and a thank you to those that drive and care for our locomotive and bring pleasure to those visiting the Severn Valley Railway to see our locomotives.





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 August 2024.**

<https://westernlocomotives.com/>

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