



Western Locomotive Association e-Newsletter – August 2024

Welcome

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

Let's start with this great image of D1013 Western Ranger, inside the TMD, on Saturday 6th July, receiving attention (read on for full reports), located on the centre pit lane and between the lifting jacks – hopefully, if all goes to plan, in 6-8 weeks' time, Ranger will actually be in the air, lifted on the jacks, with the first bogie dropped.



So, what has been happening in July – well to start, it appears that Kidderminster TMD has been renamed – and yes, these are originals, from the wonderful depot in West London that was Old Oak Common.



It has been another busy month, with a WLA Board Meeting on Thursday 4th July, a WLA Committee Meeting held on Saturday 6th July, and then followed by a WLA Working Members Meeting on Saturday 13th July.

And then there was a certain wedding – one of our Working Members celebrating their big day, with lots of support from the WLA. I hope you enjoy our version of the wedding photographs and congratulations to the happy couple, whose transport for the day did lack a little Maybach power.



Congratulations from all at the WLA to Marty and Gizelle.



D1062 has had a quieter month, well if 5 days of service trains is quiet!, operating at the 1940s Weekend on Saturday 6th July, and the celebrating the Kidderminster station 40th Anniversary event on Saturday 27th and Sunday 28th July. She was then out again on regular service trains on Tuesday 30th, Wednesday 31st (and also on Thursday 1st August)

Over the weekend of the 27th and 28th, some issues were experienced and unfortunately D1015 had to deputize for D1062 on one return trip, and thanks to the DTG for stepping in and providing the cover, but a sterling effort by a number of Working Members and D1062 was back in action for the 2nd return trip of the day.

Before we move on, a couple of “Calls to Action” if I may.

Firstly, the easy one 😊

We need your empty takeaway plastic containers!

What do we all do with those plastic containers that we end up with when we order our Indian and Chinese takeaways? Well, they are perfect for storing nuts, bolts, washers and other small parts that we have to take off our locomotives on a regular basis, and which are then so easily misplaced. But safely stored in a washed and labelled curry container, ensures they are safe and available when we need them for refitting.

SO PLEASE, after your takeaways, wash and store all those containers, and when you next visit the railway, we would be delighted to take them off your hands.

Recycling at its best!

And I know you will not let us down – you have all been so brilliant at providing rags and cloths to help us clean up after we carry out our dirty and oily work – this will be an easy one!

And of course, please keep the rags flowing.

The second ask – is a request for skills!

Do you have electrical skills?

Whilst all Working Members are welcome, and all bring their own skill sets, and as you know we welcome all, however qualified or un-qualified, looking to the future, we do so a need for additional Working Members with an electrical background, to support existing Working Members and to build on our electrical skill set.

So, if you think you have the skill, and want to get more involved, then please contact us. And if you maybe know of anyone who you think could help – and would enjoy working with a great team on our locomotives, again, please get in touch.

A good start point is always to contact me at wp.finch@icloud.com.

Thanks

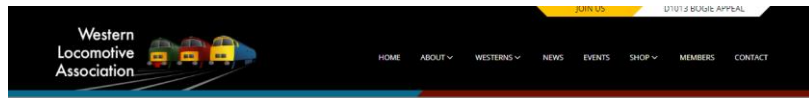
And before I sign off, I could resist sneaking in one more picture of D1013 receiving attention on Saturday 6th, although we did turn our backs for one minute and upon returning found that the locomotive had been shunted outside of the TMD in a planned reshuffle 😞



I would also like to share with you the following – and thanks to Andy Collett, as a few weeks ago the ‘Western Lament’ film and ‘Western Requiem’ audio which had been made available to view / listen to on YouTube were also made available to view / listen to on our WLA website.

The video on YouTube has already had 2,400 views which is fantastic and no doubt this is due to the WLA Facebook post letting members know of the films being available to view.

For those of you not on Facebook and not aware, then do take a look on our website and enjoy the footage. Andy is also currently working on some other old cine films of 1970s hydraulic action – so watch this space.



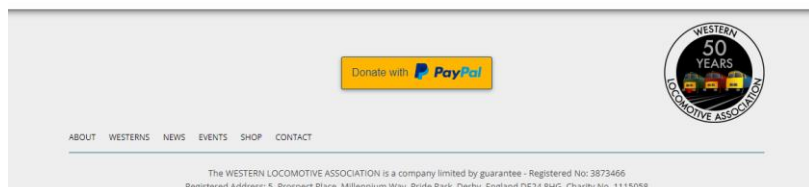
Video



'Western Lament' railtour - 24th February 1977 - penultimate railtour of the diesel-hydraulic era by Andy Collett



Western D1062 Cab Ride NYMR



In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair
- Minutes of Working Members Meeting (abridged) – held Saturday 13th July.
- Monthly News Updates – an update on all that has been happening over the last month.
- Western Courier re-visited – held over this month, will return in the next e-Newsletter.
- 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

Lots going on in July albeit a bit of an “admin” month, plus a few turns for D1062!

So, back on 4th July, the Directors held a Board Meeting by Zoom where one of the main items was a review of our Budget which currently just exceeds £70k, which is a lot to say the least! Funnily enough, it’s quite easy to rack up such expenditure when you have items like cardan shafts to purchase, a set of batteries for D1013, brake component overhauls, turbo rebuilds, engine parts...!

Two items which were added to the list included an additional storage container and a “previously used” German Turbo for D1013, if we can get our hands on it!

Of course, we wouldn’t be able to have such a budget if it wasn’t for your generous support in terms of Memberships, donations and merchandise sales, so please do whatever you can to help – you know it’s all for a good cause! And all that you donate is then supplemented by D1062 in revenue earning service on the Severn Valley Railway where, as at the beginning of July, D1062 had earned us an estimated £6.3k.

A Committee Meeting was then held at Kidderminster on Saturday 6th July, just two days after the Board meeting, whilst D1062 was out and about for the day with Ben Darby in the seat - at least we were able to wave D1062 off at lunch time, just before the start of the meeting! At the meeting, Mike Tromans was officially welcomed to the Committee in his new post as Fundraising Officer.

One of the major items for us to achieve was to get HMRC to recognise a change of Responsible Officer so that we can complete and submit our Gift Aid claims. This will then enable Jon Aston, our Charities Officer, access to membership records for those who have enabled us to claim Gift Aid. Anyway, despite all the bureaucracy, we are making progress – I’m reliably informed!

Another major item on the admin side, is the change of wording required for our Articles of Association allowing us to acquire D1048 as a locomotive in its own right (rather than just as spares), plus any other Class

52 locomotives in the future, not that we're expecting any more locomotives, anytime soon! Anyway, there's a lot of work being done in the background to bring the Articles up to date, which will ultimately need ratifying by the Board and Management Committee, before advising the Charities Commission of our intention to seek approval, prior to a Resolution for our Members at the AGM in November.

Following on from the above meetings, we then held a Working Members meeting at Kidderminster on the following Saturday 13th July. This was quite an important meeting, and it was good to discuss how we could improve the ways in which we all work together, whilst reviewing and reminding ourselves of the workload to complete D1013's overhaul, all whilst keeping D1062 in traffic.

By the way, it won't be too long now before you will see D1013 up on the jacks for its planned bogie overhaul, (for the first time in fifty years where again, a lot of work is being done in the background to prepare for this. One thing's for sure, we will need a lot of hands-on work shortly to make sure all of this can happen, so if you can lend a hand, please keep in touch with Darren and the other Working Members to see how you can help.

Incidentally, it's good to see some of the newer Working Members learning more skills and becoming more hands-on with all the prep work that needs to be done in order to run a Western – it all helps to make the more mundane jobs become that much more enjoyable!

At the time of writing, we still have three and a half more days of running in July before we're into August with seven more running days ahead of us to follow. A special thanks to Darren Shelmerdine and Ian Jackson for resolving a number of issues which would have prevented D1062 from operating. Included in the list of last-minute jobs to be done was a fuel leak on "A" end Preheater, engine governor linkage to repair from the run solenoid valve (thanks to D1048 on this one!) and vacuum bag to replace – all at "A" end.

Thanks guys!

See you on the Valley!

Roger Smith
Chairman



Minutes of Working Members Meeting – Saturday 13th July



Minutes of Working Members Meeting

Saturday 13th July 2024 – 1.30pm

Royal Star Room, Kidderminster Railway Museum, Kidderminster, DY10 1QX

Roger opened the meeting at 13.30, offering to act as Chair, as Darren was only able to join by Zoom following a 72-hour work week and having been on nights on Friday! (keeping our railways rolling)

Actions from last minutes of Working Members Meeting - held 16th December 2023 were reviewed.

Requested visits to other Heritage Railways in 2024 – all that contacted us requesting us to visit were advised that we would be unable to attend in 2024 but we would consider visiting in 2025 - if requested again.

Bogie Cardan Shafts / short shafts – Darren has been chasing Waltersfields for an updated quote for refurbishments / new. It was noted that one shaft may be required for D1013 (engine to transmission) - we have a new spare in stock. Additional spares are also ideally required as follows – x1 transmission to dynostarter and x1 one transmission to Serck pump.

Transmission to heat exchanger hoses have been replaced on both locomotives. However, they are still to be fully reconnected on D1013.

All coolant hoses have been replaced on D1062 – no outstanding action.

Saunders valves replaced on D1062 “B” end. Saunders valves have also been removed from D1013 but require refitting – this should be done asap.

Training on crane, slinging and JCB has been arranged and a list proposed – however not all were aware that this was happening and as a result may not be on the list. The original notification to be redistributed by WhatsApp and by email and the list / order revisited.

It was requested that we do not overly rely on WhatsApp and also communicate in parallel via email so that members not using WhatsApp are not missed out – Action – revisit email distribution list for Working

Members, and share, ensuring all are included, especially recently joined Working Members, and those no longer attending the TMD be removed.

It was also noted that we should ensure that WLA have sufficient certified PICOS Working Members.

Scheduling of Working Members Meetings – it was noted that this meeting should have been held in May immediately after the Diesel Gala, was then delayed to June, and again until July. Despite this, key Working Members were still not able to attend (on this occasion reasons were valid although unfortunate and full-time work related.)

Next Working Members Meeting was scheduled for Saturday 19th October, it is now rescheduled for Saturday 26th October – two weeks following the next Committee Meeting and one week before the AGM – it is imperative that this meeting takes place, and everyone attends.

End of actions from last Working Members Meeting.

Engineering Project Co-ordinator Update

Thanks to all for their hard work on D1062 since our last meeting and returning the locomotive to service ahead of the start of the operating season.

Issues this year in operation have been mostly “A” end pre-heater related and they are still on-going. If these are not resolved / addressed, the pre-heater will be swapped out over the winter period.

Marty Kent is now spending time every month at Bridgnorth with Roger Fry and Paul Medley so as to become trained on pre-heaters. Other members would also be welcomed.

The “A” end AVR also failed recently, and we are currently running in the spare AVR – the removed AVR needs to be sent away for rectification.

Attention must now switch to D1013 and a return to service.

D1013 has been over the pit and an underside inspection has been carried out by Darren, Robin and Graham.

Parts required for the bogie overhaul have been ordered, based on our expectations following our experience with D1062, Additional parts will be required once we get further into the investigation and work.

The first pedestal has been received for inspection, was good and signed off, and all ordered have now been received. We are now awaiting delivery of the spring hangers, although no update has been received from Tildesley.

There are currently no other major concerns regarding D1013’s bogies, but something is bound to crop up!

It was agreed that the first bogie we will work on is “b” end as this is the one with the leaning axle box.

Torque reaction arms will be inspected but they currently look to be OK – so hopefully no orders needed.

New tab washers will be required – Action – stock take to be carried out and ordered as required.

D1062 will required an “A” examination in August- the pit has been requested Action – Darren to confirm that we have been booked onto the pit lane. Confirmed for 9th and 10th August.

A discussion was held regarding “older” Working Members and “newer” working members and how we can all work better together and learn from those with greater knowledge and ensure that knowledge and skills are passed down.

It was agreed that we all need to try and communicate better – and especially around when we plan to be at the TMD, so that when certain key and critical members are working, they can be supported, and knowledge transferred.

It was noted that it can be frustrating that when an individual has a list of tasks, they are often not completed as time is spent helping others – we all need to be aware of others and their daily objectives and work better to support each other – in this way, we will all benefit and the WLA will be an even better place to volunteer – yes, we are all volunteers.

We also all need to be conscious that when a critical task is completed, knowledge on best working practise is shared, the work is fully supervised and that it is checked by others upon completion and signed off correctly.

Another comment made was around Working Members all chipping in and doing their bit, especially when opportunities arise to get critical work done, but opportunities are not always fully embraced. An example cited being that when D1013 was recently over the pit, only a few members stepped up and helped with the cleaning and scraping.

Whilst over the pit, work needs to be planned as fuel tank hoses need to be replaced and attention is needed on the final drives. It was highlighted that the fuel would need to be drained before the work on the hoses can be carried out, and the loco does contain a lot of fuel, 200 gallons is estimated and so this is quite a major task. (see later note)

It all comes down to communication and planning – and we are all confident we can get this right.

One option suggested was to limit work to set days – Wednesday and Saturdays perhaps, this would ensure that all members get the required support.

More importantly, it was agreed to re-focus on the Weekly Update email as a means of communication which documents every week any outstanding actions and work scheduled.

Back to D1013

It was agreed that a fixed date is needed for the locomotive to be over the pit and lifted so that people could organize themselves around this date.

Suggested were Friday 27th / Saturday 28th September, or Saturday 21st / Sunday 22nd.
Action – lifting dates to be confirmed.

Once 13 is lifted, as long as she remains on the jacks, the bogie can be wheeled in and out to be worked on – as the question was asked where would the bogie work take place?

Applying some parallel thinking, with 13 on the jacks, this would be the best time to drain fuel, using the advantage of height and gravity, and then remove the fuel hoses and send them away. Fuel can be drained into an IBC.

Action - Drain valves and fittings should be checked, as well as the drainage equipment.

It was also raised again that “A2 end horn cover is leaking – this should also be addressed when 13 is inside and this is an ideal job for a “newer” working member. Action – volunteer required.

It was mentioned that 13 may be moved into the TMD ahead of the lift and into lane 3 when the hydro shunter is moved – although this was questioned if we are to lift sooner – it all depends on the agreed date for the lift – the end of August if just 6 weeks away!

One cooler group also needs lifting out when inside in order to access one of the pipes.

The welder also needs to be booked for welding work on the equalising beams once the loco is lifted – plus other jobs (boiler room window etc). Action – Darren to book for September / subject to availability. Needs to be booked for a minimum of 3 days, maybe 5 days, subject to his guidance.

It was suggested to recirculate the D1013 “To Do List” from December – this will be done with the circulation of these minutes. People need to start actioning and ticking off tasks. This can be included in the Weekly Update. Action – recirculate and keep updated / all.

XX needs to be contacted regarding the outstanding work on the cab desks – this work needs to be completed or handed over.

A question was raised regarding the available skills of new members, this will be investigated and perhaps a skills matrix developed although we do not want to pigeonhole working members.

It was identified that we need to try and recruit into the group working members with electrical skills. Action – a call to action will be included in the next e-Newsletter to see if we can recruit someone with these skills.

Other Business

It was asked if the three cam boxes at Bridgnorth that are stored out in the open can be scrapped – we have other spare cam boxes so it was agreed that they could be scrapped.

Graham showed a relay from D1013 in need of overhaul – another ideal job for someone to get involved with at Bridgnorth – we have about 30/40 to overhaul. Action – volunteers please.

A list of questions from Coop were discussed.

It was agreed to approve the purchase of a weld cutter.

It was agreed to move the C spanners from Bridgnorth to Kidderminster.

Roger Fry also went through a list of points for discussion as follows:

We should aim to complete any winter maintenance on D1062 / our locomotives, at least 4 weeks before the start of the operating season each year, rather than have the last-minute scramble that we have experienced over the past two years. (Delays this year however were more due to limited access to the required facilities in the TMD due to Rail Adventure locomotives being given priority.)

When working inside our locomotives, it was asked that the cab desks are not used as storage areas, and as an absolute minimum, if needed, the desks need to be covered with blankets / boards to protect them or use the guards that have been made.

This year, loose metal was found on top of a relay in “A” end – there should never be any loose items in the cab like this and / or on the desks – loose metallic items must be stored safely in containers. Action – save your plastic curry / Chinese takeaway containers / an appeal will be made for curry / Chinese takeaway containers in the newsletter.

We should take more care of our equipment and tools – recently the torch was discovered covered in oil and the torch charger covered in paint (in the paint cabinet). Tools should be cleaned and put away safely after use. Action - ALL

The Work Benches are covered in clutter – they are a mess! They need to be tidied and going forward always left tidy and clean so that the next working members in the TMD can work at them. Action - ALL

Other jobs at Bridgnorth – refurbish relays, refurbish stop start switches, refurbish tooth on tooth buttons. Action – volunteers please.

One pre-heater is also currently being refurbished and any help would be appreciated, Marty is currently helping, others are welcome. Action – volunteers please.

It was mentioned again – new volunteers / working members should ask for help – those with knowledge will always help, but they do not know what others do not know. Let's all work better together. Action - ALL

It was also discussed and agreed that no one should move/take tools from Bridgnorth to Kidderminster, or visa versa without discussing first with the relevant party and the transfer being agreed. This is a common courtesy and must happen at all times. ALL TO NOTE PLEASE!

It was requested that we purchase disposable overalls, to be work when carrying out the messier jobs. This was agreed. Action – purchase disposable overalls, in a mixture of sizes.

And finally – it was noted that our locomotive(s) are used today on the railway far more than they were ever used in the past, and carrying out all of the tasks required to keep them in service is getting harder and harder to keep up with, especially with the limited team / skills / resources that we have at our disposal.

But to conclude – everyone does a great job, we are successful, we have kept a locomotive in service I think every year since the purchase of D1062 back in 1976. We should be PROUD of what we have achieved and continue to achieve. We are the best team in the heritage preservation movement – so all deserve a big thank you and pat on the back.

Let's all work together better and we will go from strength to strength and achieve even greater things, returning D1013 to an operational condition and then starting to look at D1048.

A massive thank to you all.

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

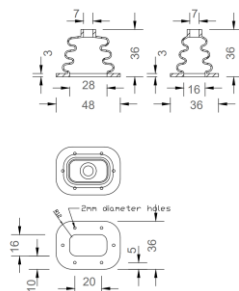
Monday 1st July

Phil Hiscocks has started work on the restoration of the D1036 Western Emperor head-code boxes acquired earlier this year.

He has shared a couple of photos of the lever and defective weathering gaiter from the front of the boxes and as can be seen they are “shot to pieces.”

A technical drawing has been produced showing the required replacement gaiters with the aim to acquire a quantity as they will come in handy on the other locomotives.

A great start, thanks Phil.



Saturday 6th July – WLA Committee Meeting

We were greeted with D1013 Western Ranger in the TMD, over the pits, between the lifting jacks – this being a close up of the shot used in the “intro” of this e-Newsletter.

I hope you all agree that the best shots seem to be of Westerns receiving the attention that they so deserve and ensuring their operation into the future – Yes, we are getting excited about Ranger’s return.



A view of Ranger again from a slightly different angle.

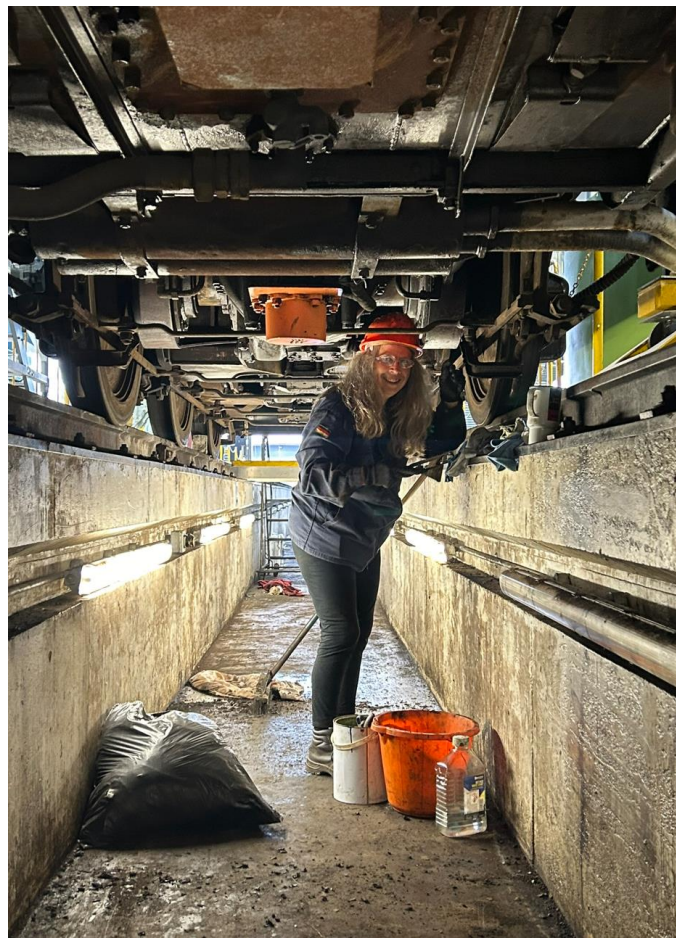


Meanwhile, outside, Lady awaits.

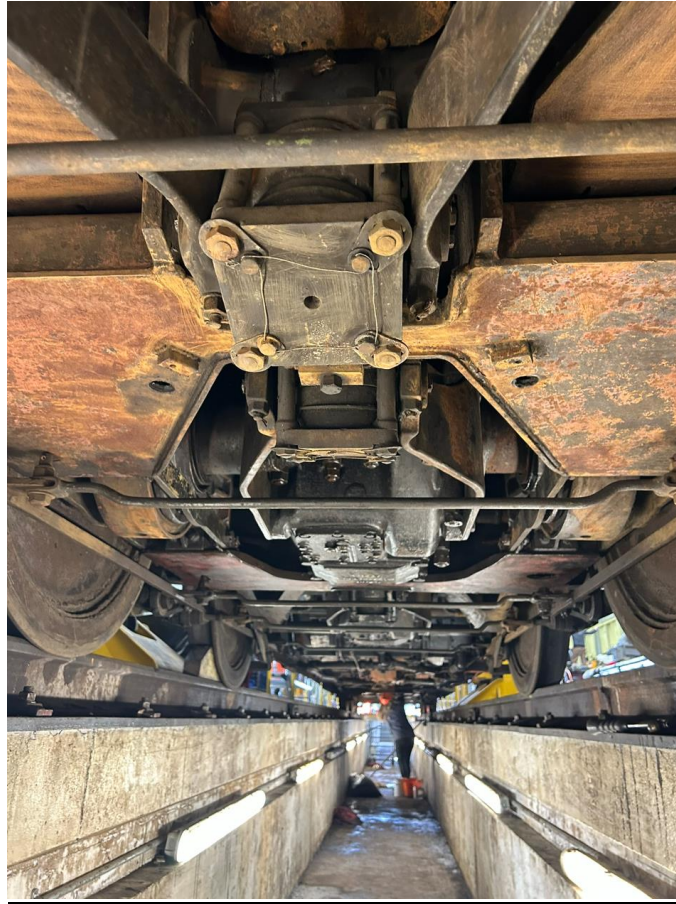




With Ranger over the pit, Sally didn't need any encouragement to carry on with the scraping and cleaning of the underside – and thanks to so many Working Members who have all helped in this task, not the most pleasant work but essential, and the more we do now, the easier it will be when we start to drop the bogies and start on the overhaul work.



It was an opportunity to take a close-up picture – showing the condition of 13's underneath.



Work is also ramping up on the top end overhaul of Ranger's engine – with parts gathered and awaiting re-assembly.



Equally important, cam boxes have been taken back out of storage and await re-fitting.



It was soon time to make our way to the Railway Museum at Kidderminster Station for the start of the Committee Meeting, but not before witnessing the arrival of D1062 playing her part in the 1940s Weekend Celebrations. Yes, there is a question there, the best answer we could come up with is that Maybach engines may have played their part in the events of the 1940s!



A great crew on board and congratulations to Josh for passing out as second man on the Class 52s.



62 was soon ready for the second turn of the day and another round trip to Bridgnorth.



The skies did indeed look stormy, but if I recall, the rain did hold off.



Saturday 13th July – WLA Working Member’s Meeting

We were greeted by the site if three Westerns in the yard at Kidderminster as we arrived on Saturday morning, and Ark Royal trying to get in on act – Courier up front, Ranger tucked in behind “The Ark” and Lady in the distance just outside of the TMD doors.



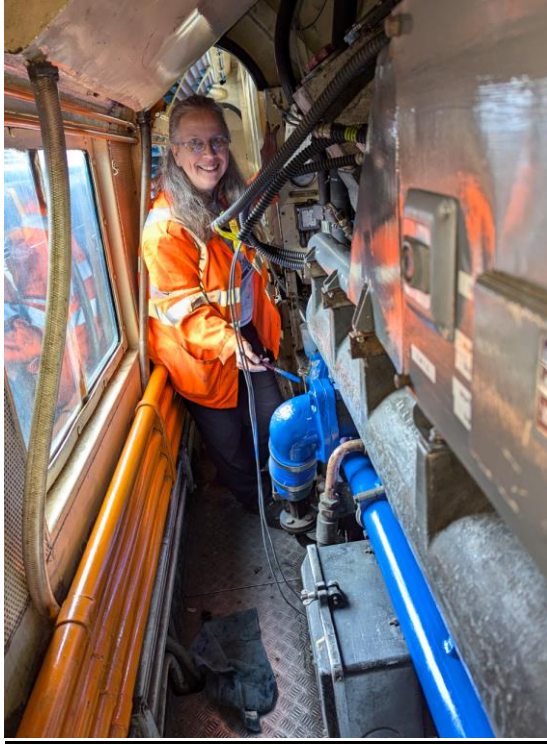
Actually, it was FOUR Westerns on display, although Lady is no longer visible from this angle.



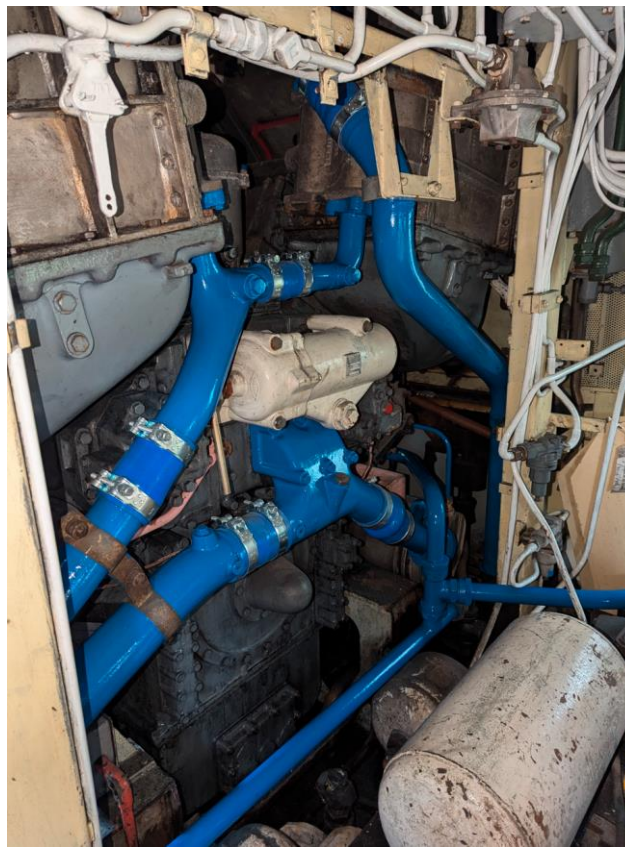
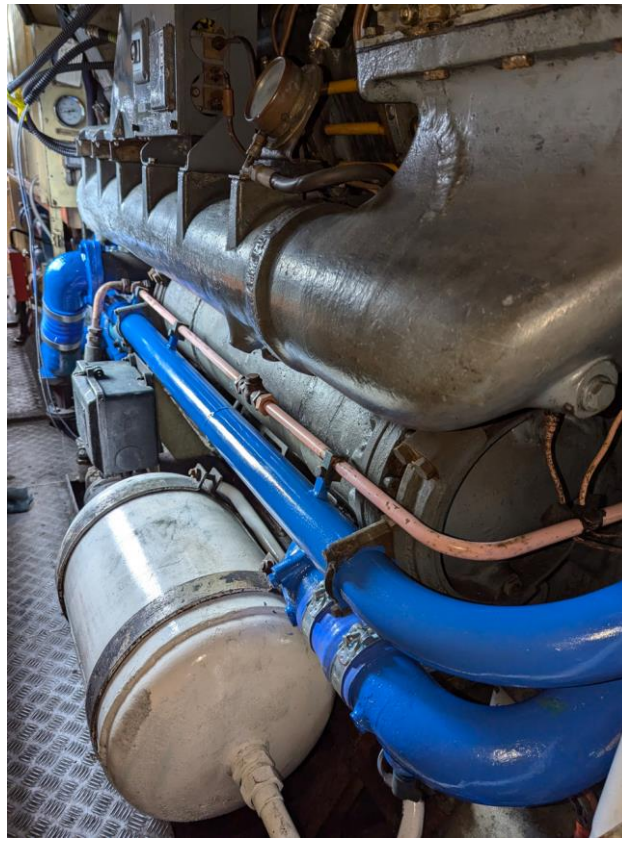
Prior to the start of the Working Member's Meeting, the "Team of Three" gathered their paint and brushes and set about on painting the pipework in the engine rooms of D1013.

Preparation work had taken place the day before – the focus of the day being on painting the blue water/coolant pipes. (Pipework is all colour coded – blue for water/coolant, orange for electrical, pink for hydraulic fluid, white for air and black for vacuum. Of course, red for fire extinguishers and maybe green for those pipes once serving the gentleman's facility. Always smiling, Phil, Sally & Dave....

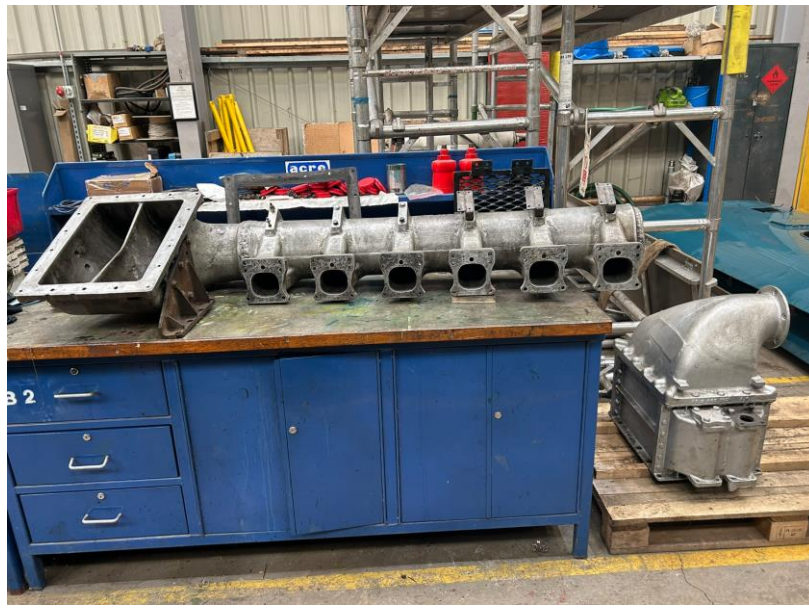




And what a great job....



Inside the TMD, work was carrying on the engine top end overhaul, the inlet manifold being moved onto the workbench for cleaning.





An interesting partnership was viewed outside in the yard - which front end do you prefer 😊



Back to that line-up



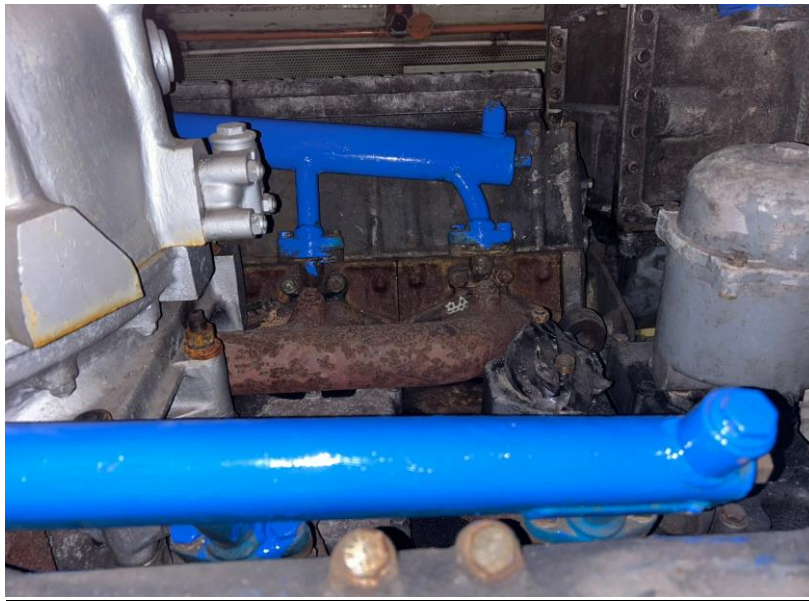
Marty had been busy doing some bodywork repairs.



It was noted however that some gardening needed to control the weeds 😊



A different perspective on some of the painting



And a great distance view.



A final view of the three before the meeting start.



Oh, and the chairman was busy on other duties – the WLA doing its part in making the TMD experience a better experience.



Next, we will return with the paint!



The following activity update was also received from Coop-

All of the engine cylinder head bolts were re-checked to torque after allowing settlement of the heads.

The intercooler was moved from the bench to a nearby pallet followed by placing of the 7-12 inlet manifold in its place which was then cleaned up.

The relevant fixing bolts and gaskets were made ready for fitting.

The blanking plates, de-compressor valves and relevant gaskets to the heads were sorted out ready for fitting.

Dave supplied a cover for further 1048 spares which was duly put this in place.

At the end of the day an exhaust manifold was collected from the container to take to Bridgnorth to obtain the correct 'C' spanner required for the removal of older type fittings. A job required for when the turbo is ready to be installed once completed.

The new engine cover was also placed over the engine.



The Working Members Meeting – a sneaky picture whilst taking the minutes!



One of the items agreed at the meeting was to appoint Locomotive Co-ordinators in order to help with the management of the workload. It was agreed that Graham Gant would be the point person for D1013 Western Ranger (current overhaul through to return to traffic), Mike Tromans for D1048 Western Lady (initial preservation work) and Darren Shelmerdine for D1062 Western Courier (keeping the locomotive in traffic.)



Saturday 20th July

Whilst a number of us were celebrating the wedding of Marty and Gizelle, others were doing real work, although Coop did dress up 62 for the occasion – with an appropriate head code.



The “C” spanners were mentioned at the Working Members Meeting and one has now been moved from Bridgnorth to Kidderminster where they are required for work on the exhaust manifolds.



Friday 26th July

Friday 26th July was the 50-year anniversary of D1062 Western Courier's last day in BR service – on 26th July 1974. On that day, she hauled the 1B75 from London Paddington to Penzance, as far as Plymouth.

D1062 is seen 50 years later to the day carrying the same head code.



Ahead of D1062's planned operations over the weekend and then on the following Tuesday, Wednesday and Thursday – and the return of SUMMER, the following important notification was circulated to the drivers, and second men and other crew, as an advisory as we continue to try and address the issues being experienced on the pre-heater at "A" end.

Please note that both Preheaters on D1062 should be used on Battery Supply Only. The Shore Supply can still be connected to the loco and to the batteries be charged during preheating.

Please also note that should the Overload on "A" End Preheater activate and stop it from running, the following actions are to be followed.

- Switch Off the Preheater.
- Leave to cool for no less than 10 minutes.
- Press the Reset and check that it latches. If not, leave for a further 5 minutes to cool and try again.
- Once Reset, attempt a restart of the Preheater in the Normal way (Battery Supply Only).
- Please report any Overload and Reset Activations.

As before, "A" will take longer to warm up than "B" End.

The WLA are trying to get to the bottom of these recent issues, and I'll update at appropriate.

Saturday 27th and Sunday 28th July – Kidderminster Station 40th Anniversary Celebrations

Thanks to Colin Wilkes for sharing his memories of these events from the day – as he says – “An opportunity to see 2 running Westerns was too much to resist!”



I was going to call them “The New and the Old,” but then realised it should be “The Old and the Even Older!” I also noticed the mini in the car park flying WLA flags from its rear windows, nice.

Whilst everybody was out enjoying the sunshine and D1062, the Bridgnorth team were busy doing what they do best – and stripping down a pre-heater water pump and starting the process of cleaning.





A number of issues manifested themselves on D1062 on Saturday, which resulted in a small team of Working Members attending on Sunday morning to rectify faults. These were all completed and tested in time for D1062 to carry out her duties in the afternoon as booked.

Thank you to that great team for dropping everything to travel to Kidderminster and sorting out the locomotive, and as I have already mentioned, thanks to the DTG for stepping in with D1015 for the morning turn.

Tuesday 30th and Wednesday 31st July

Mark Perry was back at the Valley for a trip behind D1062, rather than working inside D1062. Mark has shared some excellent memories of the day.





In the driver's seat for these two days was our chairman and he asked that I share some of his holiday snaps from Costa del Kidderminster, the first below showing the locomotive on Monday evening having been prepped for the following three days of duties.



Then at the end of Tuesday's operations, looking cool in the heat after a good run up the line, on display on the exchange, ready for its next turn of duty on Wednesday.



A final shot, which I think just shows why we all love these locomotives so much.



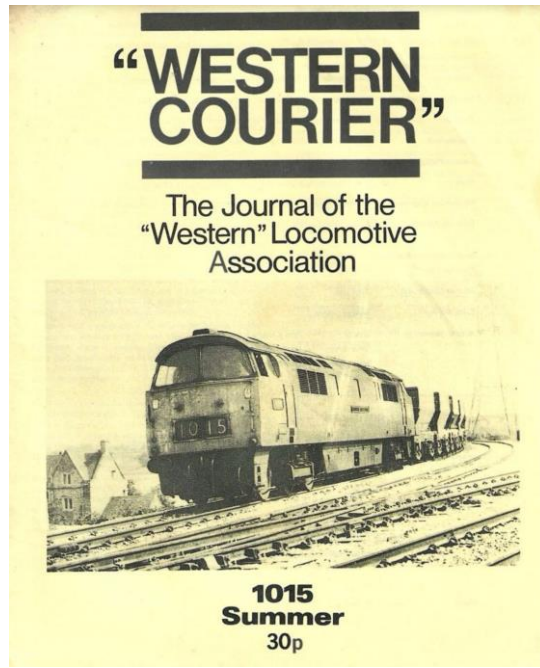
Following operations on Thursday 1st August also, we now have a couple of weeks off before the next scheduled services.

Unfortunately, on Tuesday, "A" end preheater played up again and so now there will be a focused effort to get the bottom of this issue.

D1062 is booked into the TMD on Friday 9th and Saturday 10th for its mid-season underframe exam and an A Exam along with other jobs as follows – changing of the vacuum hose at "B" end, brake adjustments, oil top ups, suspension greasing, a general tidy and clean up inside the locomotive.

Next month, I will be sharing members pictures from these 5 days of summer – if you have some that you want to share, please send them in.

Western Courier – Issue 1015

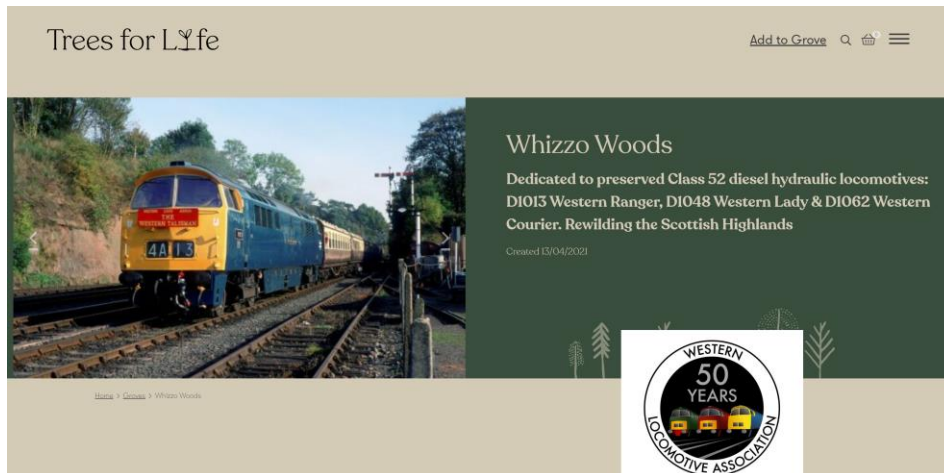


Will return next month.

Whizzo Woods

At the end of July, we have **386 trees** in Whizzo Woods, a fantastic increase in tree population of 23 trees 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

August is upon us so it's time to launch our Autumn Raffle which features three fantastic prizes.

- First prize is "Bufferstop Wizzos" a beautiful framed limited edition A2 print of Ranger and Courier at Kidderminster.



- Second prize is a full size MDF reproduction name and numberplate set for D1013 Western Ranger in red.



- Third prize is a limited edition Dapol 00-gauge model of Ranger in maroon with small yellow panels.

WLA members will get raffle tickets through the post over the next few weeks, but it would be really helpful if you could let us know if you would rather purchase tickets online. The reason is that we spent nearly £400 on postage sending out tickets for the Spring Raffle and only 10% of members responded so £340, which could have been used to support our locos, was effectively wasted. Simply email sales@westernlocomotives.com if you don't want tickets, just one member responded to a similar request in the spring so please let us know.

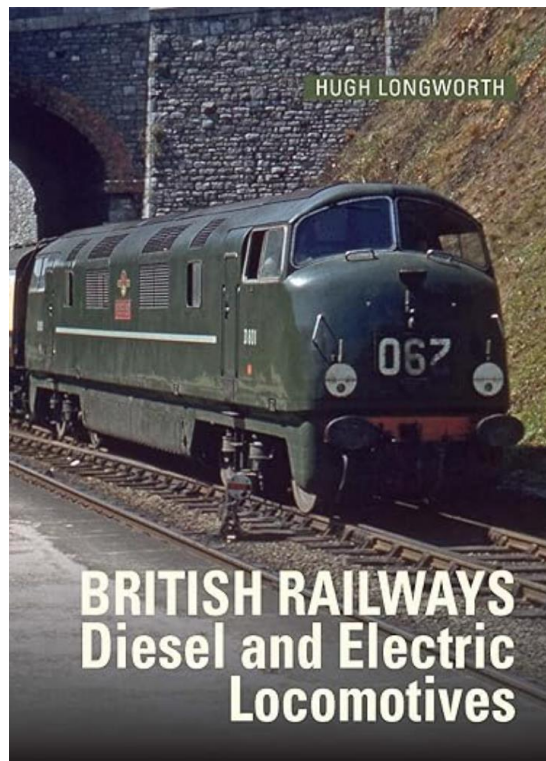
You can buy tickets online at: -

<https://westernlocomotives.com/product-category/other/>

and of course, tickets will be available at the SVR Autumn Diesel Gala

We have a fantastic new book available which will answer just about any question you have on British Railways Diesel and Electric Locomotives from the modernisation plan of 1955 to the privatisation of the railways in the 1990's. Each class which operated over this period is covered in detail by Hugh Longworth and you can buy the book online at: -

<https://westernlocomotives.com/shop/british-railways-diesel-and-eletric-locomotives/>



As always any books, memorabilia or models that you wish to donate will be very welcome as they are a great fundraiser when sold on the Stand at the Galas.

Best Regards
Peter Bamber
Sales Officer

Western Locomotive Association

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

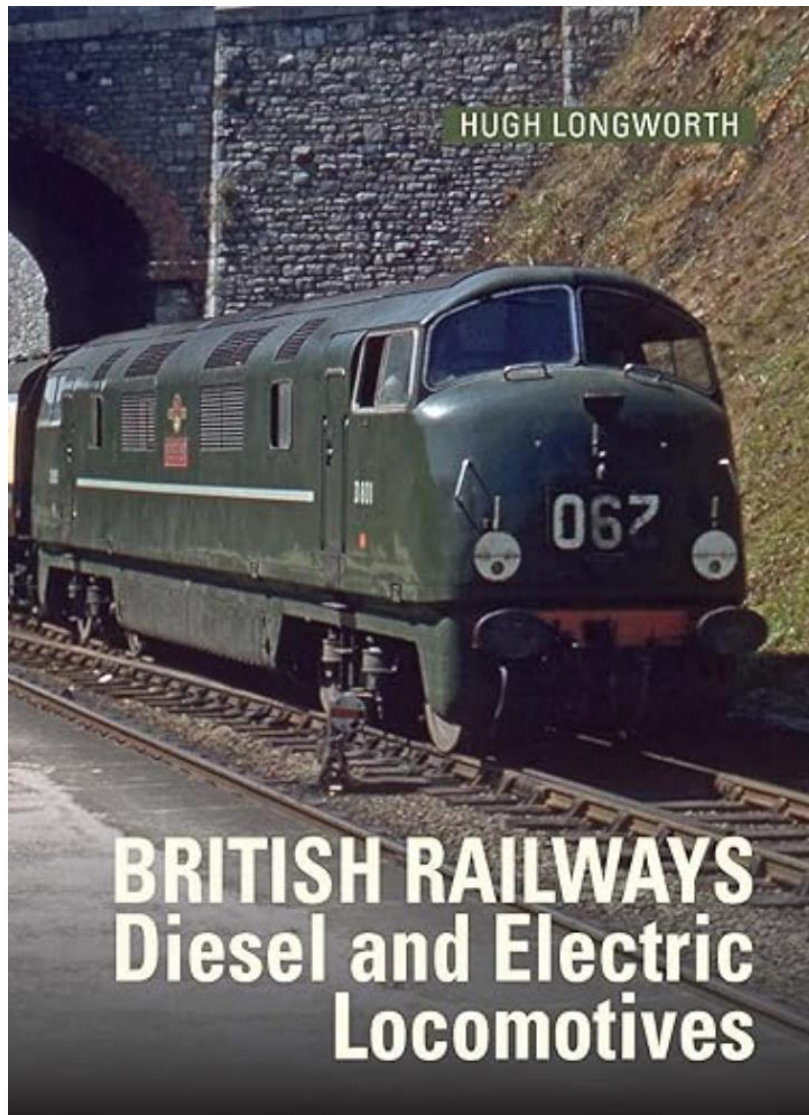
One of your objectives is to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome.

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



About the Author:

A lifelong railway enthusiast, Hugh began trainspotting in Liverpool in 1969.

From an early age he started keeping detailed lists of rolling stock, and these developed into the series of books he is now producing.

He specialises in creative ways of presenting complicated and detailed topics.

Hugh studied Computer Science at University College London in 1976-79 and then moved on to a varied career in computing.

He currently works in the computer gaming industry as a technical writer, helping to communicate detailed technical information to games programmers.

Media Coverage

There really is only one loco needed to ensure a successful event! D1062 featuring in Heritage Railway's write up on the SVRs Mixed Traction event in June.

Hat-trick of Severn Valley Railway gala successes

Words and pictures by John Titlow

FOLLOWING the Severn Valley Railway's successful steam and diesel galas, June 15/16 featured a mixed traffic event, recounting the days of the changeover period when modern traction was taking over on BR.

In addition to the gala action on the line, a beer festival inside the Engine House at Highley offered a wide range of beers and ciders and did a very good trade throughout the weekend.

A busy timetable was in place on the Saturday, with eight full returns. Trains started from Kidderminster at 8.40am and finished at 7.12pm. From Bridgnorth, it was a 9.45am departure, and the last arrival was at 6.38pm.

Also on the Saturday was a wedding special for one of the volunteers on four carriages hauled by BR Standard 4MT 4-6-0 No. 75069, which was turned especially for this event.

Sunday was a much more relaxed affair with seven full returns, but with similar start and finishing times to the previous day.

The railway used its wide collection of motive power from the home fleet over the weekend, producing an impressive three steam service alongside three diesel locomotives, plus the line's three-car DMU.

Flagship GWR 4-6-0 No. 4930 *Hagley Hall* hauled seven carmine-



Class 33 No. 33108 is parked and the DMU is in the siding as Class 52 D1062 *Western Courier* departs with the GWR set from Highley on June 16.

and-cream carriages based at Bewdley. From the opposite end at Bridgnorth, it was Stanier mogul No. 13268, appropriately on eight Midland carriages. All diesel services started from Kidderminster Town. In use was Class 37 No. 37263 and Class 20 No. 20048 on the seven-carriage maroon set. Heading the Great Western rake was Class 52 D1062 *Western Courier*. The DMU was in operation, starting from Bridgnorth at 9.45am and covering

the full line to Kidderminster. It then provided shuttle services between Kidderminster, Bewdley and Highley, and returned to Bridgnorth at the end of the day.

Trains looked comfortable but well-patronised without being packed, and the timetable worked well with little delays. Services passed at Bewdley, Arley and Hampton Loade, and enough time was allowed enabling passengers to change trains from steam to diesel or DMU. With a

little bit of planning it was possible to ride all trains behind all locomotives.

Passenger numbers were about 1400 for the weekend, excluding shareholders and volunteers. There were no extra charges to the normal daily fares. Freedom of the line tickets cost £25 if booked three days in advance, £28.50 booked less than three days, and £32 on the day. → Kidderminster Town station celebrates 40 years: see feature, pages 78-81.



With the first train from Bridgnorth on June 16, Stanier 2-6-0 No. 13268 runs through Oldbury Cutting.



Heading the GW set, Class 52 D1062 *Western Courier* is about to exchange tokens approaching Highley on June 15.

Write to us: *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ.

Heritagerrailway.co.uk 13

Also, we received some coverage of the launching of our Crowd Funding Site in Trackside.

- The railway is organising a 100th birthday 'party' for 'Small Prairie' No. 4566. The event, complete with cake, games and a magic show, is to take place at Highley's Engine House on 31 August-1 September. The 4566 Preservation Group is raising funds to return the 1924-built 2-6-2T to steam. It last ran in 2019.

- Great Western Society 'Saint' No. 2999 *Lady of Legend* is to spend the summer at the line. It should have arrived by the time this issue closed for press and will remain until after the 'Autumn Steam Gala' on 19-22 September. *Lady of Legend* last visited the SVR in 2022.

4150 FUND

- Collett '5101' No. 4150's fireman's-side tank has been successfully filled with water and is now in the paintshop. The driver's-side tank is being prepared for filling. The 2-6-2T's vacuum cylinder has been tested, while work to fit the backplate fittings continues.

82045 STEAM LOCOMOTIVE TRUST

- Construction of new-build BR '3MT' No. 82045 took a symbolic step forward on 3 June when the boiler and firebox assembly was trial fitted into the 2-6-2T's frames at Bridgnorth. The assembly has since been removed to allow the boiler shell and firebox to be permanently riveted together, along with the front tubeplate, main steam pipe and internal components. It is hoped that the boiler tubes can be fitted by the end of the summer.

CLASS 50 ALLIANCE

- An 'emergency' call was received at Kidderminster Diesel Depot on 29 May, resulting in Class 50 No. 50035 *Ark Royal* being sent light engine to Bridgnorth to work the 14.50 departure after GWR 0-6-0PT No. 7714 failed with a broken spring.

GWR 813 PRESERVATION FUND

- The 0-6-0ST's wasted saddletank was removed at Bridgnorth in late June so that a new one can be made.

"We are basically going to reverse-engineer it," said head of SVR Engineering Services, Duncan Ballard, "to ensure as accurate a replica as possible."

Repairs to the 1903-built Hudswell, Clarke locomotive's rear end (which included fitting a new transverse spring casting and dragbox) were recently completed, only to find that the tank would no longer hold water. It is now planned to carry out work on the boiler to re-set No. 813's ten-year 'ticket'.

WESTERN LOCOMOTIVE ASSOCIATION

- A crowdfunding site to raise £10,000 this year towards the overhaul of Class 52 No. D1013 *Western Ranger* and initial preservation work on

'CLACTON' UNIT COMES HOME TO ESSEX

After more than three years under threat of scrapping, the vehicles from Class 309 'Clacton Express' EMU No. 309624 have been found new homes. The unit, which had been evicted from the Lavender Line, came close to being broken up after a new site could not initially be found.

However, in a remarkable turn of events, the Clacton Express Preservation Group [CEPG] secured an agreement with the East Anglian Railway Museum (EARM) to accept the motor driving and trailer cars; the museum does not have space for all three vehicles.

The move recognises that the unit – the UK's first 100mph EMU – served East Anglia and forms an important part of the story of rail travel. It also completes the CEPG's original aim of saving the set and returning it to the region. As part of the arrangement, the unit is now owned by the EARM.

Ultimately, the vehicles will undergo full cosmetic restorations, with interactive displays and exhibits throughout. The CEPG will be an active supporting group, continuing to work on the EMU and providing restoration updates.

"In its mission to educate visitors on the history of railways in East Anglia through the preservation of key items, the '309' fits neatly into the museum's collection to demonstrate the transition from diesel to electric traction" says the EARM.

The Rushden, Higham and Wellingborough Railway has agreed to accept the driving trailer vehicle (and its ownership). This ensures this vehicle's survival as an asset in its own right and means that reuniting the whole set one day is still possible.

It is intended to restore and equip the vehicle as accurately as possible to its 1980s condition, and to use it together with Rushden's existing Mk1 stock.



Safe... two cars from No. 309624 are now at the East Anglian Railway Museum, Chappel & Wakes Colne. CEPG

No. D1048 *Western Lady* has been created. See www.crowdfunder.co.uk/pl/western-locomotive-association-limited-1115058

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

- The line is down to just one serviceable locomotive, Kerr, Stuart 'Brazil' 0-4-2ST *Premier* (Works No. 886 of 1905). It follows the withdrawal of classmate *Melior* (Works No. 4219 of 1924), which celebrated its centenary on 12 May before bowing out of traffic. The 2ft 6in-gauge Kent line hopes to have *Melior* back in traffic after overhaul some time in 2025. Overhaul of 1940-built Bagnall 'Baretto' 0-6-2T *Superb* (Works No. 2624) could be completed before the end of this year.

SNOWDON MOUNTAIN RAILWAY

- Heritage Great Britain, the company that owns the railway and summit café,

reported visitor numbers up by 8.5% in 2023, and spend per head up by 18.9%. The company, which also owns the Needles, Sandham Gardens (both Isle of Wight), Royal Liver Building 360 and Land's End attractions, carried 117,000 SMR visitors.

- The first steam trip of 2024 ran on 10 June, with No. 5 *Moel Siabod*.

SOMERSET & DORSET RAILWAY HERITAGE TRUST

MIDSOMER NORTON

- The Wickham trolley owned by the late Peter Nicholson (No. 4165/1948) is to return to Midsomer Norton for the second 'Wickham Weekender' over 6/7 July.

SPA VALLEY RAILWAY

- The 'Kent Whisky Train' is back on selected dates from 15 June – 12 October. A ticket includes general travel on the railway but also, on the 15.35 departure from Eridge, three whiskies from Chatham-based

Copper Rivet Distillery to sample. Additional whisky is available – for a fee!

STATFOLD BARN RAILWAY

- Peckett 2ft-gauge 0-6-0ST *Harrogate* (Works No. 2050 of 1944) has entered the museum line's workshops for the start of its ten-year overhaul.

DARJEELING TANK LOCOMOTIVE TRUST

- A new boiler for 1889-built Sharp, Stewart 0-4-0ST No. 19B has been ordered from the Ffestiniog & Welsh Highland Railways. The new version will be all-steel and welded, although based on the original Lowmoor Iron one. It is hoped that construction will be complete by the end of the year, ready for it to fit into the 'bottom end' which is being overhauled by Statfold's engineering team.

A further £75,000 needs to be raised to return the 2ft-gauge former Darjeeling & Himalayan Railway engine to steam.

And finally, this month, although this article in *Railways Illustrated* is mainly focused on the fantastic progress being made by the DEPG on D1010 Western Campaigner, it was nice to see that we got some coverage also – and D1062 being described as “immaculate!”

DEPG D1010 *Western Campaigner* rebuild reaches important milestone

THE ONGOING overhaul of the Diesel & Electric Preservation Group's Class 52 Western diesel-hydraulic locomotive D1010 *Western Campaigner* took a significant step forward in early July as the Class 52 had its two Maybach MD655 engines removed, before the locomotive was lifted clear of its bogies at its Williton base on the West Somerset Railway.

The work on July 8 saw two 130-ton cranes brought onto the DEPG site at Williton to carry out a series of tasks to progress the overhaul of the locomotive, following several months of preparatory works by volunteers.

The four roof panels from above the engine compartments were lifted clear and the cranes employed to remove the two Maybach engines from the locomotive, before placing them on engine stands. The roof panels were then reinstated.

The next task was to lift D1010 off its bogies before the locomotive's body was slewed across the yard and lowered onto a set of ex-BR Swindon Works locomotive stands, where it will remain while its bogies are given a thorough clean and inspection prior to the work starting on their overhaul.

Of the two MD655 engines removed from D1010, the A-end engine is known to require some head seal replacement work on three of the cylinders, although the B-end engine is understood to be in generally good condition and does not need significant work, except for occasional barring over.

The two transmissions removed from the locomotive at an earlier stage in the project have also undergone extensive work, with one completed during 2023 and the other nearing completion.



On July 8, Class 52 diesel-hydraulic locomotive D1010 *Western Campaigner* is lifted clear of its bogies onto one of the yellow ex-Swindon Works locomotive stands in the foreground. Natalie Royal/DEPG

The Western has been out of service for the past six years after it suffered a transmission failure in June 2018, and the owning group decided to carry out a comprehensive overhaul on the former Western Region stalwart to ensure its long-term reliability and safeguard its future operational integrity.

As one of the final Class 52 Westerns to be withdrawn by British Rail in February 1977, D1010 was initially bought by Foster Yeoman and moved to Merehead Quarry in Somerset, where it was

cosmetically restored by the company, taking on the identity of scrapped classmate D1035 *Western Yeoman*.

However, in 1985 the DEPG approached Foster Yeoman about the possibility of returning the locomotive to a serviceable condition and after agreement had been reached between the two organisations it was moved to Didcot Railway Centre for restoration work to get underway.

Following extensive work, D1010 moved under its own power for the first time in preservation at Didcot in May 1987 and was subsequently purchased outright from Foster

Yeoman by the DEPG in 1993, with the Western moving from Didcot to Williton on the WSR in 1991.

The DEPG's Campaign for Campaigner aims to raise funds towards the estimated £100,000 cost of D1010's overhaul. More information on the project and how you can contribute can be found at <https://depg.org/our-locomotives/class-52-d1010-western-campaigner/appeal-for-d1010/>

→ Further Reading: West Somerset sensation – *Railways Illustrated* issue 251



Now situated on locomotive stands in front of the West Somerset Railway's 'Swindon Shed' at Williton, D1010 *Western Campaigner* will remain here while its bogies are overhauled. Mark Bladwell/DEPG



The Western Locomotive Association's immaculate Class 52 diesel-hydraulic D1062 *Western Courier* crosses Oldbury Viaduct on the Severn Valley Railway, working the 15.35 Bridgnorth to Kidderminster service on July 6 during the SVR's 1940s Weekend. Kevin Whitehurst

Severn Valley Railway News – Running Dates & Events

D1062 Western Courier is operating on the following dates, plus of course at the **Autumn Diesel Bash** which takes place from the 3rd to the 7th of October.:-

- Thursday 1st August (now past)

- 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)



AUTUMN DIESEL BASH

Thursday 3- Sunday 6 October

Member's Forum & Gallery

Great pictures continue to be received of D1015 Western Champion out and about on the main line and I will continue to share the best.

Seen here, captured by **Peter Squire** at Dorridge on Saturday 1st June – and the associated comment - “sounds pretty good!”



D1015 has also been visiting the Keighley & Worth Valley Diesel Gala and was recorded by **Steve Bielby** on Saturday 22nd June.

We start with D1015 backing onto the 20.00 from Keighley to Oxenhope. Due to the failure of 69009 at Oxenhope our train departed at 22.02.



Having decided it was time for fish & chips, Steve then waited for D1015 which is seen arriving at Haworth heading for Keighley.



Steve was then out again on 5th July at Burton to see D1015 arrive to collect the tour stock for Saturday 6th July's UK Railtours Westbury Wizzo.

D1015 is seen arriving on time in bright sunshine. The wreath is in remembrance of DTG engineer Andy Venn who sadly passed away on July 1st.



D1015 is then seen moving into Wetmore Sidings.



D1015 in the yard moving onto the stock.



D1015 coupled to the tour stock. Looks like we'll be at the back in standard going south!



Returning to the Keighley & Worth Valley Diesel Gala, and D1015's first visit to the line and the only other Western since D1023 visited in June 2008.

D1015 arrives at Ingrow West heading for Oxenhope.



D1015 Arrives at Oakworth heading towards Oxenhope.



And thanks to Andrew Royle, who was able to see Champion close to my home, and where I would have been, if not at a WLA Committee Meeting.

“Although I've travelled behind D1015 over the Berks & Hants before, yesterday was the first time that I'd actually witnessed it from the line side passing Savernake. And it was good to see it doing so in BR blue - without a spare loco on the back too. I imagine that this must have been a great place to see blue 'Westerns' on a summer Saturday in the early 1970s, as they would always have been working hard in the westbound direction, having had to slow for the curve at Crofton. My viewpoint was the bridge near the former Wolfhall Junction, where the MSWJR intersected with the GW main line: The loco is roughly next to where the junction signal box was and the rear of the train is where the MSWJR passed over the top. Vegetation is unfortunately closing in to make photography challenging! I believe the driver is Tony Middleton but somebody may correct me on that.”

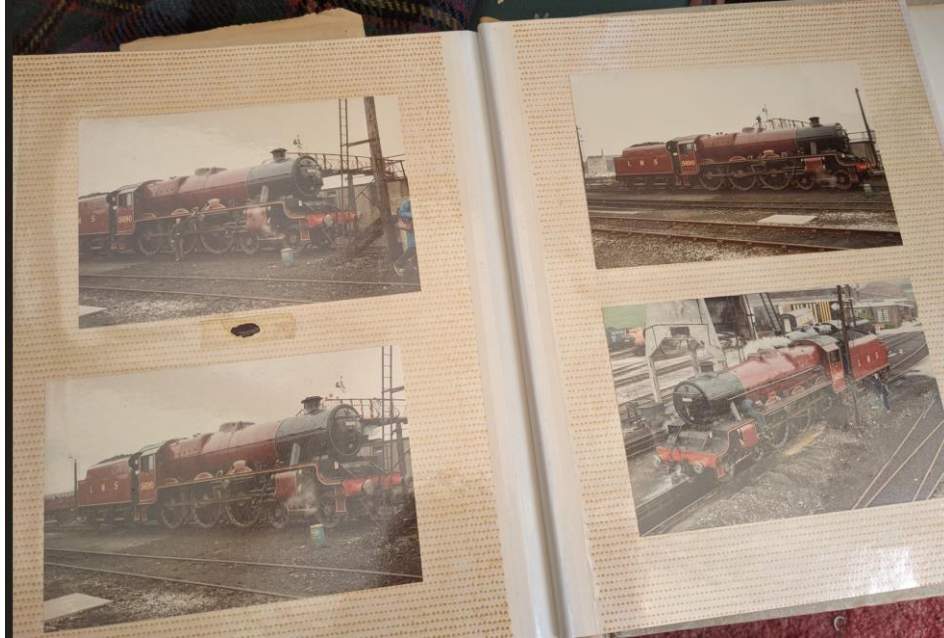


Thanks also to Joshy Brinsford who recorded Champion later in the day.



Closing Notes and Book Ends

David Hewell who sadly recently lost his father-in-law, has shared that he was looking through his extensive photo collection for some relevant railway stuff to put into a visual montage at the funeral. He was a big fan of 5690 Leander as a glimpse into the umpteenth album shows on attached first album pick.



Imagine David's surprise and pleasure when I found on the next page 'Ranger' at Bewdley and then at Bridgnorth. "I think the guy in denims is me circa mid 1980s - a couple of 'dress' sizes thinner!" The only diesel in his collection and the one I've been working on most recently – wow!





It has been reported that our chairman has busy promoting the WLA at Dawlish Station – I hope he had permission for this leaflet drop?



In memory, it was announced this month that the heritage diesel preservation movement had lost another of its well-known and highly skilled volunteers, with the passing of Andy Venn on Monday 1st July. A legend amongst diesel hydraulic owning preservation groups, Andy played a large part in the overhaul and return to mainline of D1015 Western Champion. Our condolences to Andy's family, friends and former colleagues – rest in peace Andy. Thanks to Joshy Brinsford for this picture of D1015 carrying a wreath in memory of Andy.



We end this month with a final view of the hydraulic line up – perhaps brings back memories of Swindon, but let us assure you, these locomotives are not for the scrap heap – and will return, one of them in the very near future.



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 September 2024**
This e-newsletter may be a few days late as I am on vacation and do not return until 1st September.

<https://westernlocomotives.com/>

The Western Locomotive Association is a Company Limited by Guarantee – Company Registration Number 3873466

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