



## Western Locomotive Association e-Newsletter – September 2024

### Welcome

Welcome to your latest WLA e-Newsletter, covering WLA activity during the month of August.

We start this month with the sad news that after 10 years, the decision has been made to close down Project 22 – the project with the ambitious aim of rebuilding a Class 22 diesel hydraulic locomotive, pictured below.



A big thank you and recognition must go to Richard Benyon and his team who were leading the project and has made the following statement:

“After 10 years Project 22 has drawn to a close. The group’s aspiration to build a Class 22 has failed, due to not being able to attract a management committee to take the project forward.

This is such sad after many years of slow but steady technical design work and the collecting of components and assets, which included a MAN engine 220 last carried in a Warship. These assets have been protected should anyone come up with a plan to continue.

It was felt that accepting donations for a project that had almost come to a halt wasn’t practical, so all members were contacted and advised that the funds raised would be used to help other heritage railway

projects in the form of donations to be split between the groups that had supported P22 in many ways over the years. These groups include The Western Locomotive Association; The Diesel & Electric Preservation Group; The Bury Hydraulic Group & The Dean Forest Railway

Over 10 years we have raised funds through donation and sales We are very grateful to our members for many years of support and generosity, and we are thankful that we can pass this generosity on to help these groups.”

Project 22”

We are extremely grateful for the generous donation that we have received and can assure all those that donated to Project 22 that these funds will be put to good use in keeping our diesel hydraulics alive.

We will also be receiving some of the group’s outstanding merchandise from the Project 22 which will be available to purchase on the Sales Stand at the Severn Valley Railway Autumn Diesel Bash.

And of course, the opportunity for one more picture, this time not a blue Class 22 with full yellows, although the two Westerns in the background are suitable attired.



But now for the BIG news – and as I finish this e-Newsletter, D1013 Western Ranger has been lifted and is in the air – and work has commenced on the overhaul of the locomotive’s bogies - starting with “B” end. A brief update is in News Updates, but this work will be covered in more detail next month. Ranger is seen below from “A” end with “A” end bogies still in place.

As this is such a significant event, as it is 52 years since was last lifted at Swindon Works, a Press Release is in the process of being prepared and so we have asked Working Members not post pictures on Social Media until this Press Release has been published and send to all of the railway magazine editors – so watch this space for more updates, news & pictures.



One of our members has kindly donated to us a Hymek "D" – this is an original that was taken off the Hymek in the scrap yard at Swindon and has been treasured ever since.

Ian Mundwyler contacted me and asked if we would like to make the "D" available in a mini auction in order to raise funds for the WLA.

So, please send your opening bids to me at [wp.finch@icloud.com](mailto:wp.finch@icloud.com) and maybe you can become the next keeper of this piece of history. I will then keep all that have bid up to date on the current highest bid and give anyone the opportunity to increase their bid. Someone will be the lucky winner.





Ian Norledge has shared with me this month his pictures of D1015 western Champion taken on Pathfinder Tours 1<sup>st</sup> June English Riviera Outing to Paignton – these pictures are I think a little bit different to the normal views and so I have included them here rather than in The Member's Gallery – as I rather like them, thanks Ian.

The first two pictures show 'Thunderer' awaiting to depart Paignton.



The final picture was taken at Westbury on the return leg, and it could have been a shot taken in 1975 before D1011 was withdrawn?



And to end this introduction, a comparison of Front Ends – which is your favourite – and there is always something interesting to capture at Kidderminster!



Of course, keep an eye on your letter boxes – as dropping soon will be the Autumn Edition of Western Courier.

# WESTERN COURIER

*Journal of The Western Locomotive Association Ltd*



## The First Western Wedding Special



## Another Successful Severn Valley Gala

**Autumn 2024**

**£5.00**



## **In this e-Newsletter**

Features in this e-Newsletter include the following:

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

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

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

## News from the Chair

First of all, I hope everyone has enjoyed the holiday season, including a bit of decent weather now and again, and if you've been away, then I'm sure it's been blistering hot if you've travelled beyond the south coast! For those of you who have been away, D1062 has continued to "fly the flag" operating service trains on six days plus a DFE during August.

Somehow or other, the temperamental pre-heater at "A" end has been kept operational, thanks to Ian Jackson and others who have given a helping hand and, without tempting fate, has more or less settled down operating much more reliably, meaning that we have continued to operate on two engines, throughout the month.

Of course, there's always something that needs to be looked at or attended to when operating a Thousand and this time, it's some fine adjustment required to the brake system which (ironically), seems to be just a bit too efficient for the coaches now and again. Robin Jones and Darren have kindly offered to check everything out in a week or so's time and already have a course of action in mind and should hopefully, take about one day to complete.

During the last trip out with D1062, I had the privilege of being the Driver for the day with two round trips on the 24th of August, with Jack Walker as my Secondman. This coincided with my anniversary for passing out as a Driver 25 years ago, to the actual day! Needless to say, that it was a fabulous day out made all the more special by being joined by invited guests with a cab ride pass! These included two of my neighbours from Dawlish – Colin Marsden (Editor of Modern Railways Illustrated) and Kevin Wills (Driver at Exeter) plus Clive Rooker (Colas Driver) who was on Thousands with Alan Berck-May at Old Oak Common, back in the day! Clive confirmed that he had worked on D1062 as a Secondman in BR days but never driven it and that the last time a Driver had put him in the chair was from Bristol Temple Meads to Didcot on 2nd July 1976 with D1036! A few drinks and a super meal finished off the day at China Lodge restaurant on Bewdley Hill Road.

As we all know, it's not just about driving and one of the more mundane tasks was transferring our membership records over to our online database. So now, after many hours of work, anyone who is a WLA Member with an email address provided, should now be on our database, which should be easier to manage, especially with renewals. If for any reason, you have a query with your Membership, please do let myself or Paul Tucker know as we can easily check matters out. Also, if you change your address, please let us know so we can keep everything up to date and make sure that your Courier magazine etc arrives at the correct place!

At the time of writing, D1013 Western Ranger is about to be lifted for the first time in over fifty years and will be the subject to much publicity and news in the days ahead. I can't tell you just how exciting this is going to be, so long as we don't find too many unknown unknowns! For those of you who have directly contributed to D1013's Bogie Appeal a massive thank you as we couldn't be doing this without your generous support to purchase the key replacement parts like pedestal brackets, spring hangers and springs. And then a massive thank you to those of you who are about to do all the work!

See you on the Valley!

Roger Smith  
Chairman



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

### **Saturday 3<sup>rd</sup> August**

A team were present at Kidderminster carrying out a number of different tasks – of course there was painting, then there was Coop who successfully re-fitted a number of de-compression valves and one of the 7-12 inlet manifolds back onto Ranger’s “B” end engine, and Mr Bamber returned to the scene of the crime on Ranger and started work on the refitting the Saunders Valves with new rubbers!

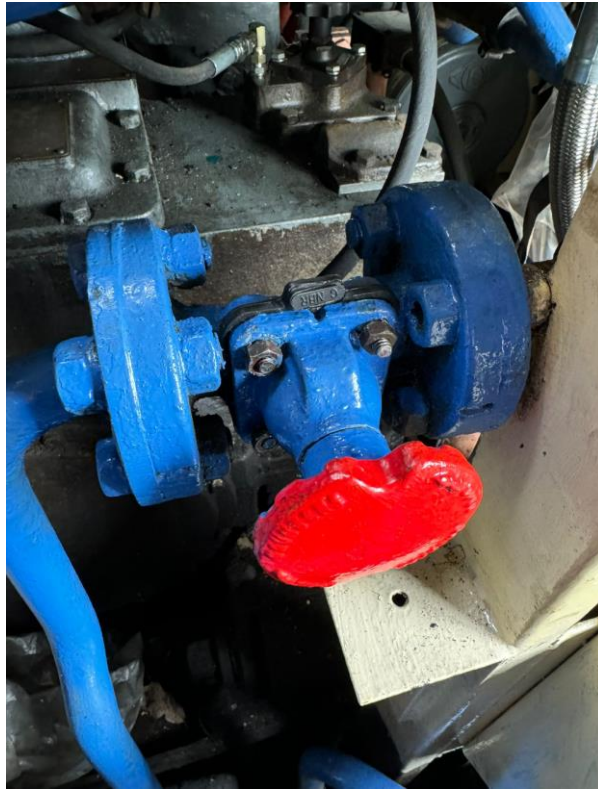
The engine seen below is now starting to take shape again, cam boxes next Coop!



Paul Northcott was busy with the less glamorous task on Courier of cleaning the oil waste and dirt from around and underneath “A” end engine, collecting numerous nuts, bolts, washers and all of the other detritus that seems to gather. A start was then made on “B” end.



Peter has reported that all five Saunders Valves have been refitted at "B" end but still need final tightening, apparently and his words "the left-handed, hunch backed dwarf eventually down tools!" "A" end still needs re-fitting and will be done at the next visit.



And not forgetting Sally who I think decided it was time to go green, and over the page, white.





The day ended with a few well-earned pints – Peter and Paul enjoyed their well-earned ale and Sally on camera duties – her pint spotted in the foreground!



## Wednesday 7<sup>th</sup> August

Mark Perry and Mike Tromans travelled to Butterley and collected the last spares for Lady and transported them to Kidderminster.

With the help of Coop, they have now been safely stored in the containers – these will need going through at some future point, but some useful items were identified such as four lifting shackles.

Lady's seats have been returned to the locomotive cabs.

On a separate track, a kit was prepared for the refitting of the transmission heat exchanger hoses in Ranger, and all oils were checked and topped up on Courier.





## Friday 9<sup>th</sup> August

I thought that I would just throw in this picture that got everybody talking, and thanks to Paul Fisher who shared this with us all via our WLA Facebook page:

The day was supposed to be about the return to Kidderminster of 50 007 and 50 049 in sparkling Large Logo livery, they can just be seen on this picture, but in Paul's words – "well, well, well, the last shot of the day today at Kidderminster of the just returned Class 50 Alliance duo in their new coats, with Hercules hauling a cavalcade of locos back into the depot. I thought this was D1062, and that would have been a great finale, but NO, this is D1013 Western Ranger; what an absolute bonus to see this old girl moving again."

Keep reading on for more news of Ranger later in this e-newsletter.



Mark Perry managed to record the move also, from under the bridge rather than on the bridge!





As did Sally –and if all goes to plan, later this month she will be up in the air on the jacks, with the fist bogie dropped – that will be a sight.



## **A brief Interlude**

Much has been reported recently on the issues / challenges that we have been having with the preheaters – so here is a snippet from the internal technical investigations and discussions that have been taken place as we have tried to address the issues.

### **Pre Heater-Dampeners**



The Damper/ Actuator defines the amount of air to fuel ratio in order to achieve the initial flame and subsequent burn characteristics.

We have trialled two with two different types of O rings:

- Viton 75 Shore hardness / NBR 90 Shore hardness

Though strictly not a BS design we used a BS No 010 ring.

Wednesdays test went well (except for the extension lead! – that’s another story) after at least 60 minutes on each one using air.

These are our findings over the last few weeks.

Bores not to spec, surface finish and form.

ID Surface was honed, finish 0.2 micro mm well above OEM requirements.

Bore 0,002 inch above nominal but acceptable!

Piston worn and not well made especially the surface finish around the groove.

We added a special grease which did make a big difference with one of the trials !!

We placed them in a jam jar of diesel, making sure that they don't dry out.

Sally with the aid of Darren, will fit both to 62 and we will see how they perform.

## **Saturday 10<sup>th</sup> August**

A good today was had at the TMD – with good progress being made, on top of all of the progress already made in the week.

Referencing the above article – the refurbished actuator for “B” end preheater was fitted and tested – and all was good!

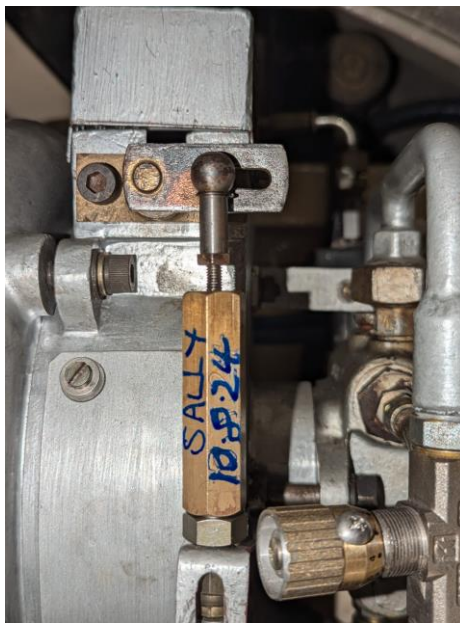
Ahead of this, a number of Working Members had visited in the week for investigative work and good progress made – as a result “A” end preheater is now working again with the internal Spark Box rather than the Porta-Spark having to be used. Whilst further investigative work will be carried out into the power supply, it has been instructed that both preheaters should be run off the locomotive batteries, rather than the shore supply. Shore supply to be used only for charging the batteries.

This week also, D1062 was positioned on the Side Pit and an Underframe Examination was successfully completed.

The Vacuum Bag at “B” End was also replaced as it was showing signs of wear.

Further Saturday jobs reported on below included brake block adjustments and a good clean up of D1062's bogies to remove the oil and dirt - all best done when the locomotive is on the Side Pit.

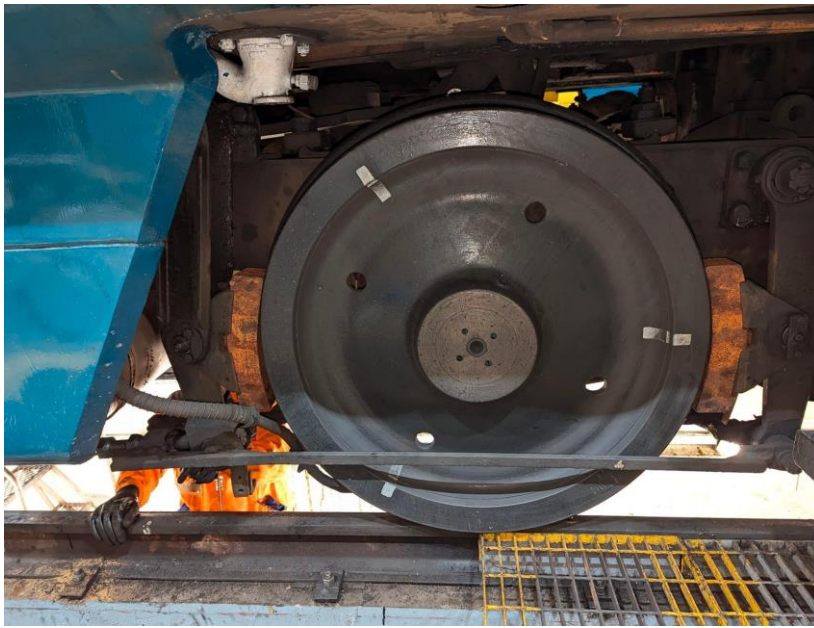
We start with that actuator! Can you guess who ding was doing all of the work!



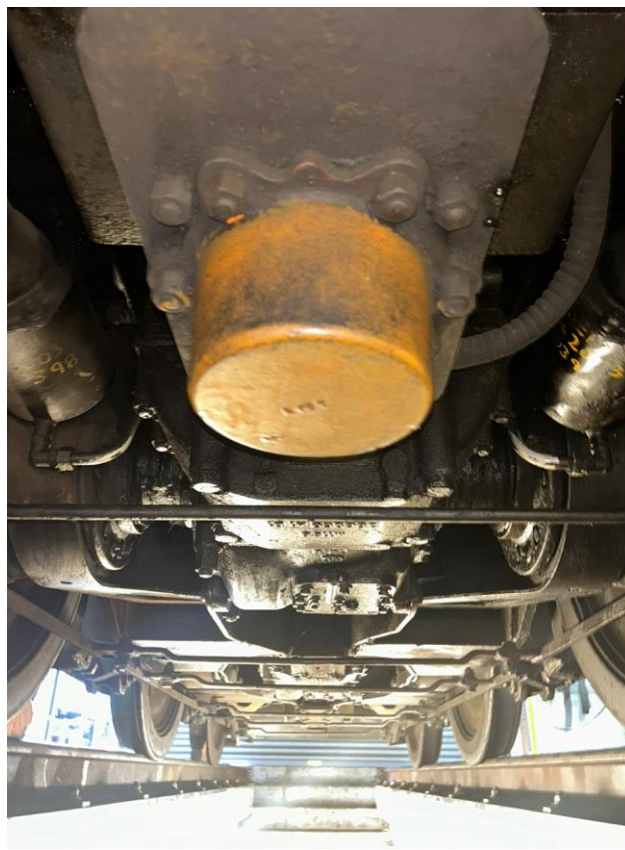
But the end result was encouraging – the preheater seen here doing what preheaters are designed to do!

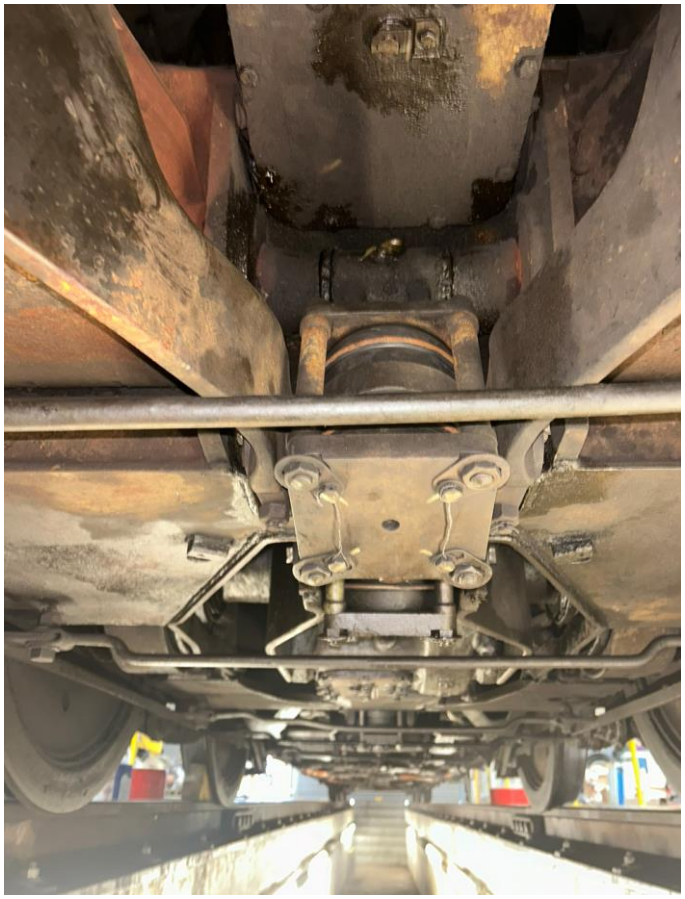
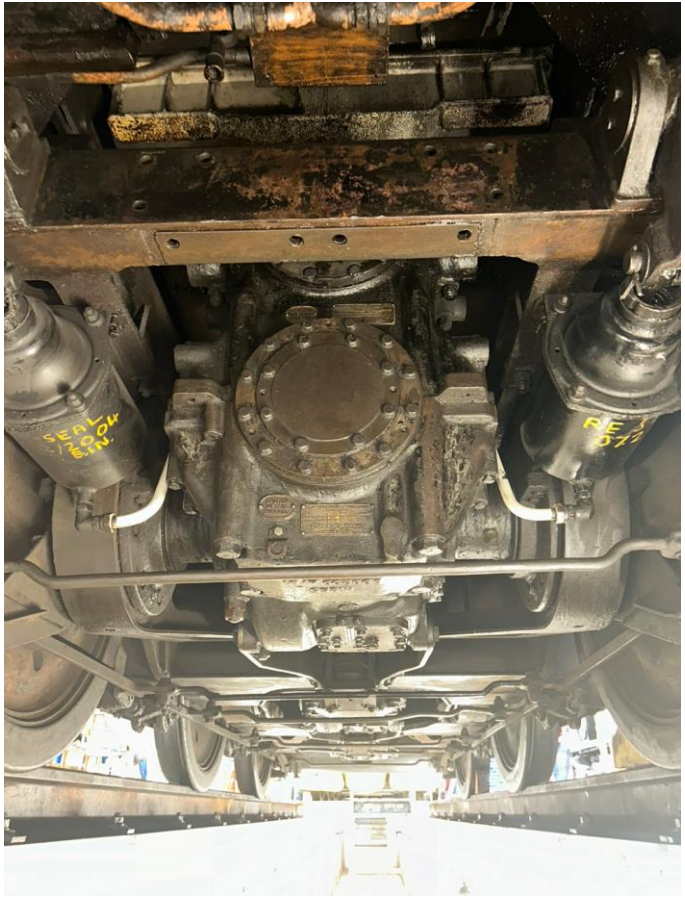


It was a bit more difficult to get pictures of the brake blocks being adjusted – but O can guarantee that this is what is happening here! If you look closely, you can spot Robin.



Then it was a case of scraping and cleaning the underside of the locomotive – not the most fun of jobs – but essential, and certainly one of the dirtiest of jobs. This was a smile I can assure you – and rightly so, just look at the results in the following photographs.





Meanwhile outside in the yard, Lady was keeping good company, although we are always a bit nervous when Rail Adventure are back!



Tucked in behind Lady, Ranger was back in position following the shunting manoeuvres of the previous few days.



Inside, and viewed from Courier, one of those shiny Class 50s in their new Large Logo livery.



And alongside Courier, a Warship now fast approaching a return to service.



A different view, and this really could be Old Oak Common.



And we end this section with the evidence of further progress on the Top End Overhaul of Ranger's engine – the second manifold having been bolted back into position and now awaiting the next stage of the work.





And in addition to all of the above, Darren was also busy – guesses on a postcard please as to what he was up to!



## The Bridgnorth Update

The team at Bridgnorth included Roger Fry, Paul Medley, Graham Gant, Stuart James, David Hewell and others I am sure that I omitted.

One of the big jobs of the day, with a big reward, following the agreement made at last month's Working Members Meeting – was the demise and scrapping of the old cam boxes – and useful space returned for other use. Yes, that is a shocking picture of the rusted cam boxes now in the skip.



Dabis was allocated the task of renovating switchgear – in his words “it was a bit like the Repair shop, and I expected Jay Blades to appear at any moment!”



Outside in the sunshine, it was time for some DIY – is there any limit to the talents of the team at the northern end of the line. I do not think so.



## Saturday 17<sup>th</sup> August

A good number of Working Members gathered at Kidderminster on Saturday 17<sup>th</sup> as a Sales Meeting had been scheduled to take place at 9.30 in the Museum, and Courier was operating and due out on her first turn at 12.15.

The Agenda for the Sales Meeting as was as follows:

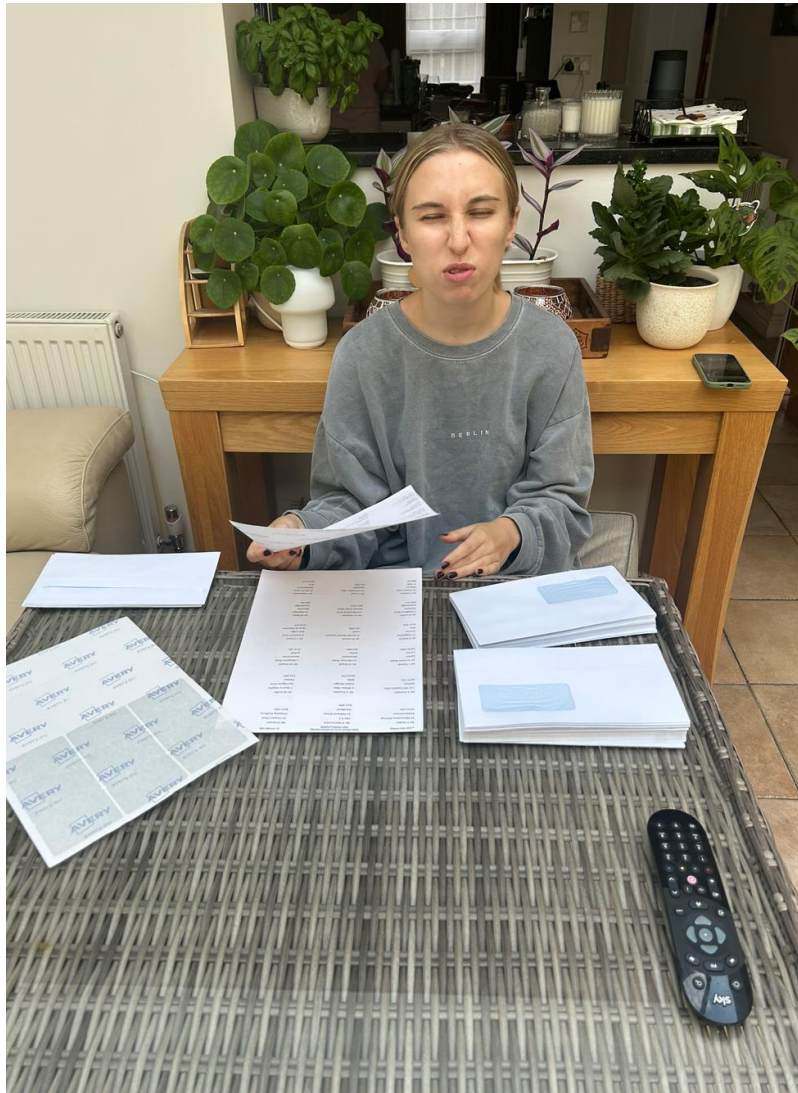
1. Raffles
  - a. The Autumn 2024 Raffle and the production of membership labels – and associated challenges.
  - b. A call for volunteers to stuff the raffle tickets into envelopes with covering letter, seal envelope, stick on postage label and stick-on stamp!
  - c. And then into Courier's run at 12.15 to sell raffles tickets.
2. The Autumn Gala
  - a. Availability – who will be manning the Sales Stand and on what days - and who is available to support Depot Tours (make sure to book your place)
  - b. New merchandise – and agreeing on stock levels – there is going to be some great new stuff.
  - c. The big reveal – The new WLA Banner!
3. Publicity
  - a. It was agreed to produce a new Pop Up to promote Whizzo Woods – as the old one is a bit worse wear! **PICTURES OF WESTERNS IN THE WOODS NEEDED**
4. Fund Raising Brainstorm
  - a. Our Fund-Raising Office, Mike Tromans led a brainstorming session on ideas on how to raise additional funds, some great ideas were discussed and will be shared / introduced in due course.

And we forget to take any pictures of the meeting!

However – volunteers were aplenty to stuff the envelopes – as seen below – address labels out of view on the left for privacy reasons.



And I do have permission to share with you all the willing volunteer from the Finch household hard at work – thank you Cerys.



So, the perfect excuse for a few pictures from the day, starting with D1062 coming off shed as we were carrying out a quick Depot Tour for a couple of members.



D1062 was soon at the Kidderminster and on the platform and awaiting the 12.15 booked departure.







Sarren is seen running around at Bridgnorth, after a number of delays and a late arrival into Bridgnorth, it was a quick turn around and an on-time departure.



We were joined as we travelled down the valley by a rather impressive Hercules – and on this occasion it was not the Class 50 007 variety.



And on time arrival back at Kidderminster before doing it all again.



And Saturday 17<sup>th</sup> doesn't end there – as we were delighted to give Alan Byrne a cab ride in D1062 as a thank you for articles that he has contributed to our Western Courier magazine – these are Alan's memories of the day.





**Mid-week update – ahead of the weekend running with D1062 in action and the planned lifting of D1013 at the end of the month.**

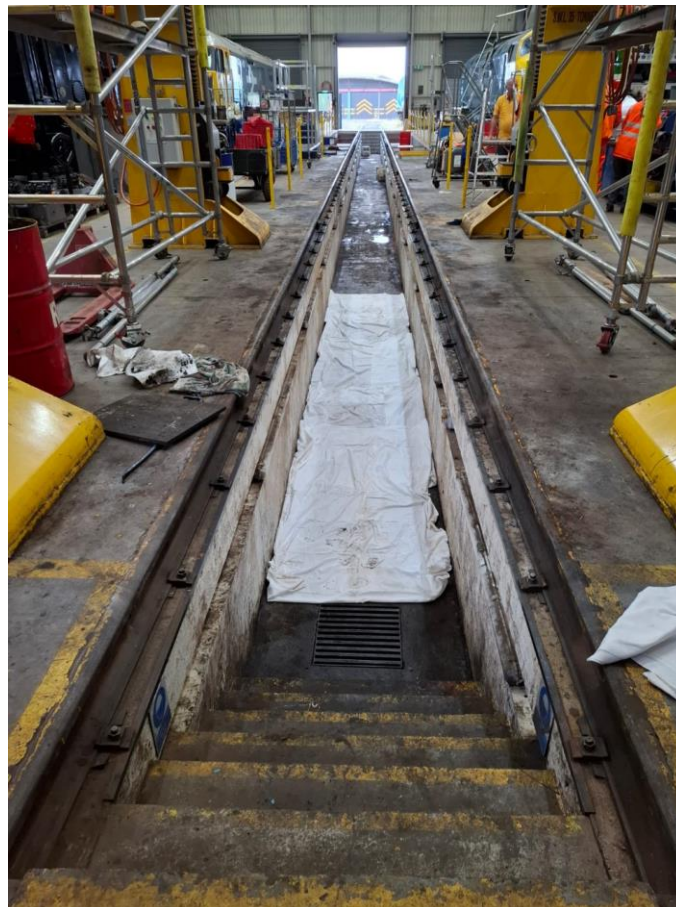
Following on from Courier’s exam the week before last, and successful running the following weekend, attention has switched to locating the equipment needed for the lifting of Ranger. Time as also found to tap out the lifting bracket bolt holes – it has been noted that the eyelets on the bogies on each corner also need cleaning in readiness for the lift – photos attached.





It was reported that Ranger was to be shunted into position and ready for lifting ahead of Saturday 24<sup>th</sup> and so the message went out to all Working Members that based on this bit of good news, then over the weekend of the 24<sup>th</sup>, work could start on the scraping and cleaning of the underside of the locomotive – with efforts concentrated on “B” end. All still looking good for a lift on 31<sup>st</sup> August.

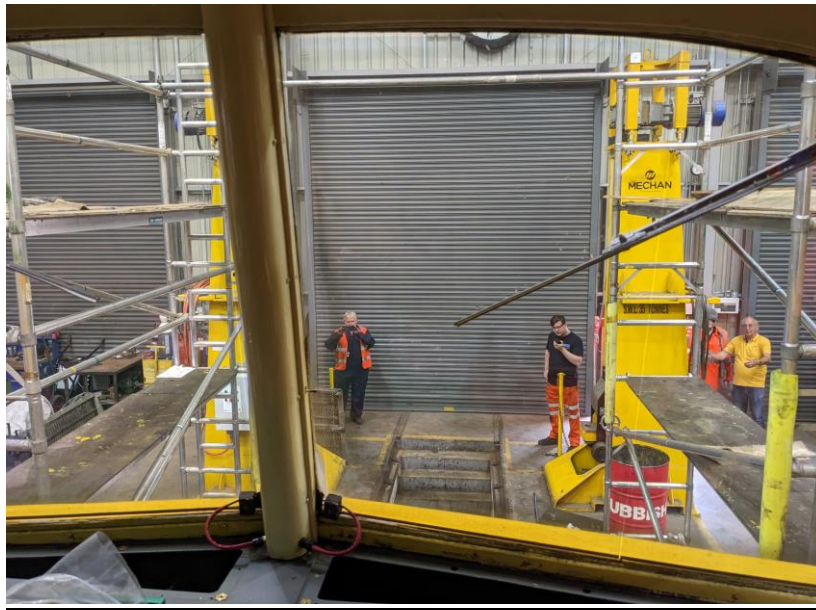
Prior to Ranger’s arrival over the pit – sheets were laid – as the scraping and cleaning is going to be messy!



And ahead of being positioned over the pit, a few pictures were captured of Ranger, and friends, as the locomotive was being moved around the yard.



And the arrival into position.



## Saturday 24<sup>th</sup> August

With Ranger over the pit – the cleaning team moved in, and great progress was made.







Out on the line, D1062 was out in operation with Roger Smith in the seat, celebrating 25 years since being signed as a driver of Class 52s – a massive congratulations to Roger.



It appears it was a hot day – so ingenuity was applied, and a solution found – why did Swindon not come up with this solution back in the day .....



Joining Roger over the weekend were Kevin Wills, a current driver based at Exeter.



And also celebrating with Roger, Mr Coli Marsden, the editor of Modern Railways Illustrated and renown railway photographer.



Finally, at the party, but an older picture, Clive Rooker, a Colas Driver today, but used to work with Alab Berck-May at Old Oak Common back in the 1970's and actually worked on D1062 as a 2<sup>nd</sup> Man back in the day, but seen here on 4<sup>th</sup> December 1974 at the controls of D1051 on Bletchley Flyover but acting as 2<sup>nd</sup> Man to Driver Tony Lyford on a service from Didcot to Luton / Leagrave – those were the days.



## Saturday 31<sup>st</sup> August

Whilst the BIG lifting event was taking place, nearby further parts were re-fitted by Coop on D1013's 'B' engine which included the two intercoolers – see attached picture. With thanks also to Jeff Atkins of the TMD Team for his assistance with the crane work - Spot D1013 in the air in the background!



And so, to the big event – just a few pictures to share this month. The first shows the level of discussion involved in such a lifting event.



Of course, a great deal more discussion was then required, with tea.



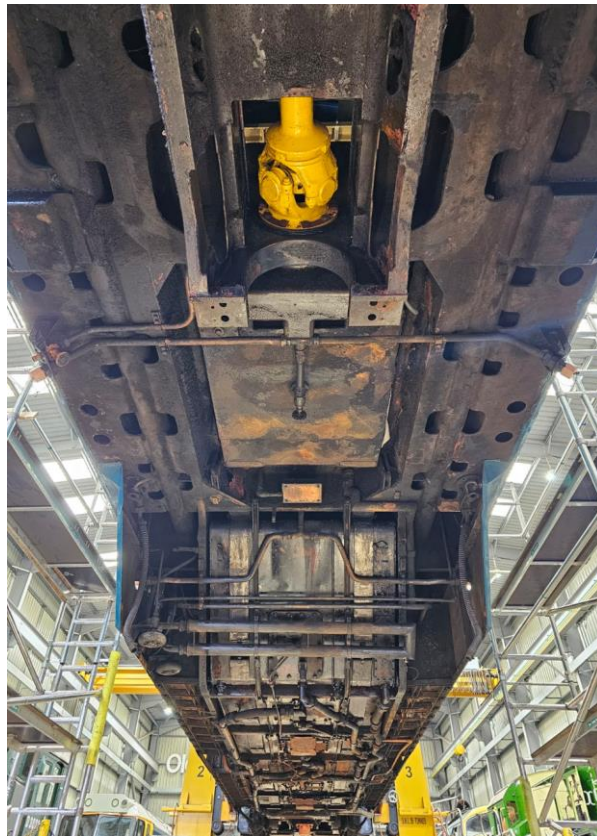
But Ranger was finally prepared and made ready for the lift.



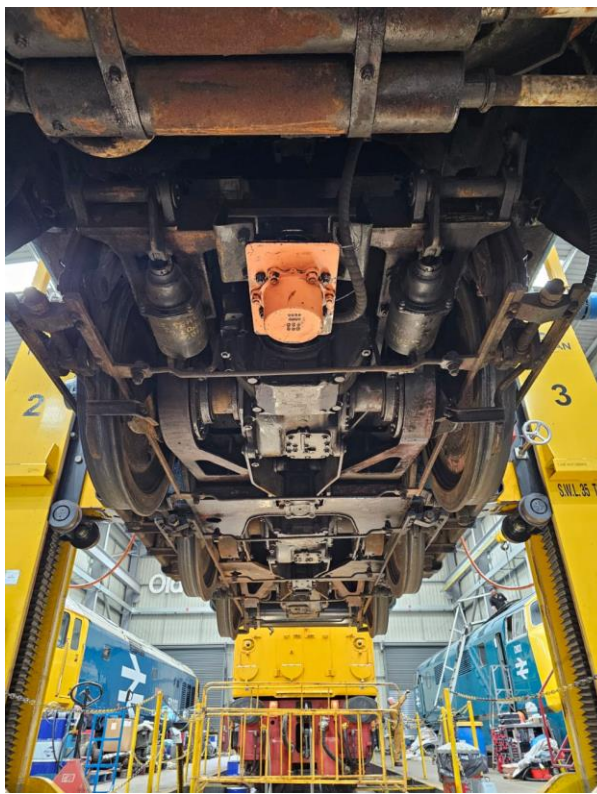
Success, Ranger is lifted, seen here from "B" end with "B" End bogie now separate from the locomotive.



Two contrasting views now from underneath the locomotive – “B” end with bogie removed....



And “A” end, with bogie still in place. These are views that you so rarely get to see.

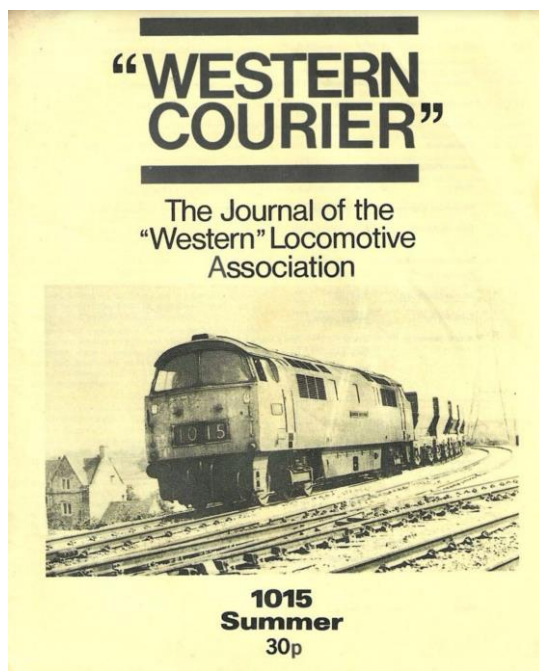


And a MASSIVE thanks to the team that made this possible over the weekend – now that hard work starts and the cleaning and scraping gets serious and of course we can start to replace vital components and get Ranger ready for service again. Watch this space – next months e-Newsletter will keep you updated on progress.





## Western Courier – Issue 1015



### **A Special Trip – Part 2 “Western Sparksman”**

The story so far: D1062 is at Avonmouth awaiting the next stage of her trip while Colt 45 is consumed, and film exposed.

18.00. After a 3-hour 20-minute respite, we were interrupted by the arrival of loco 47 035 which coupled up to Courier. Brake tests were soon carried out and we exchanged pleasantries with the crew of the 47 until 18.22 when we got the right of way. Track and pointwork were slowly negotiated (Pendennis Castle beware) and we retraced our path through the sidings and junctions. There then began a stiff climb to Filton North with 47 035 issuing forth a thick cloud of exhaust as would befit a hard-working Black Five.

We passed Filton North, and the black haze dissipated somewhat as the throttle was eased back. The spur to Filton and the main line was taken and then the brakes came on to check the speed on the run down to Stapleton Road and Lawrence Hill.

19.30. We stopped in Bristol Temple Meads for a crew change, and it was discovered that the seventh van in the train had developed a hot box. This led to a fair number of shed staff and train crews emerging from Bath Road depot to inspect the hot box and Western Courier. Much favourable comment was expressed regarding the external condition of D1062.

After prolonged discussion it was decided to “cut out” the rogue van with the result that our departure was delayed until 2.31. This was no doubt welcomed by the WLA lads from Bristol who got the chance of some exclusive camera shots.

We left Bristol which was now wreathed in the glow of the late evening sun while we were viewed and photographed by lineside spectators. Our journey to Taunton Goods was completed without further incident, arrival being at 21.43. Here more shunting and sorting took place.

22.03. With the shunting completed we left Taunton. 47 035 commenced a firework display after Norton Fitzwarren as we took something of a run at Wellington Bank, from Wellington to Whiteball Tunnel. The entry into Devon was heralded by a thickening fusillade of sparks which nearly exceeded the exhaust plume!

22.03. We arrived at Exeter Riverside and D1062 was unhooked from the van train. 47 035 then proceeded to Exeter Stabling Point. We learned that D1062 was to remain here for the weekend as there was not a freight service due to go down the branch from Newton Abbot to Paignton until Monday morning.

This revelation caused much concern for the safety of D1062 as the security at Exeter left much to be desired from our point of view. Already, many unauthorised people were visiting the depot. A hurried consultation by telephone was made with control at Plymouth and Bristol, which resulted in the decision to allow D1062 forward to Newton Abbot where there was far greater security, A fresh loco, 47 247 was re-attached D1062 to the Penzance freight still in Riverside.

01.04. Saturday morning – depart Exeter Riverside.

01.48. Newton Abbot and D1062 was detached from the freight and shunted into the fuelling bay. 47 247 then departed to complete its business. Meanwhile we introduced ourselves to the shed Foreman and were told to wait until the day shift began before deciding in where D1062 was to be secured. Returning to our charge we made ready for bed in the cab and vestibules.

07.30. Saturday. We had further consultations with the Foreman. It was Reg Small whom we had met on a previous occasion, and he decided that Courier could be placed in company with D1010, D1013, D1041 and D1048 in the redundant servicing shed away from prying eyes and interlopers. It was here that we parted company with Courier for we had to return to Swindon.

Monday 30<sup>th</sup> May 1977. The final leg of the journey to Kingswear, with Barry Cogar of The Dart Valley Railway Company acting as custodian for the trip, with a Class 31 as pilot.

Footnote: During the towing period, so that transmissions would have enough lubrication, it was necessary to engage manually both transmissions in the correct direction. This required Graham Howell to “dive” under the cooler groups no less than 10 times! In each case he emerged looking like the proverbial grease monkey.

Postscript: Apart from the hours spent restoring D1062, the following spent 16 hours on duty with the Association’s locomotive: Graham Howell, Phil Harper, Terry Couling, Brian Durham.

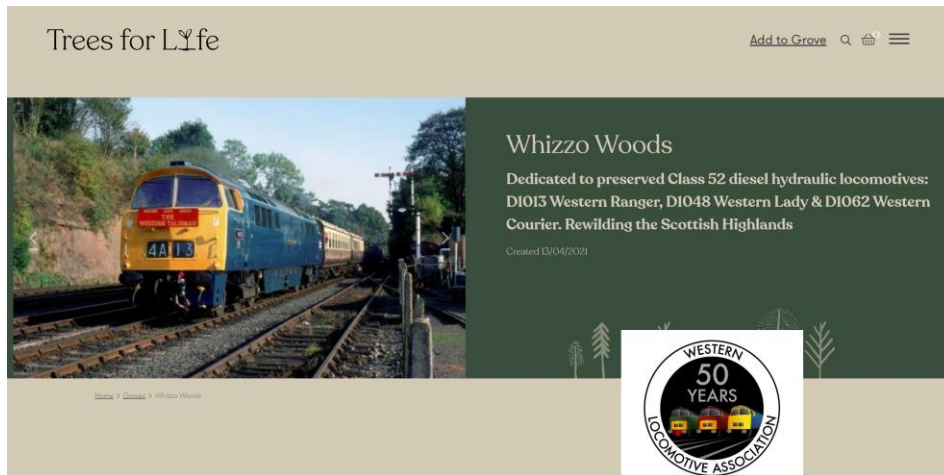
I need hardly express the associations thanks.



## Whizzo Woods

At the end of August, we have **386 trees** in Whizzo Woods, 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

Where did August go, at this rate it will soon be Christmas!

I am delighted to be able to tell you that the 2024 WLA Calendars will be delivered from the printers next week and will be added to our online shop.

The A3 Wall Calendar is dedicated to D1048 with a selection of pre and post preservation shots and the theme of the Desktop Calendar is "Westerns on Shed".

John Kite has done his usual excellent job putting the calendars together and the A3 calendar is back to being printed on one side only after our printers decided to print last year's on both sides without telling us. The Calendars will be available at the Autumn Gala or if you can't wait you'll find them at

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





A reminder that our Autumn Raffle is up and running and with Ranger attaining heights not seen for fifty-two years we need your support.

- 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.

Please return your tickets or 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 also had some unusual items donated for us to sell recently and I would like to offer them to the membership. First we have a brass carriage key which is very unusual and two BR whistles which can be sold as a pair or separately.





I recently won a prize in the SVR Class 14 raffle which was held at the Class 14's @ 60 Gala - it is the 17A Derby replica shed plate which D9551 wore at the Gala, and I am donating it to raise funds for the WLA.

To bid for any of these items please make your offer to [sales@westernlocomotives.com](mailto:sales@westernlocomotives.com) and the best offers received by 10th September will win.

As always any books, memorabilia or models that you wish to donate will be very welcome. Either contact me or bring them along to the Autumn Gala.



## **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](http://www.westernlocomotives.com)
- Joining with a membership form and paying by cheque (including renewal) – post to Paul Tucker, forms can be downloaded from our website – [www.westernlocomotives.com](http://www.westernlocomotives.com)
- Downloading a Standing Order Form = as above

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

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

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

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

And to repeat the below section from this months **News from the Chair!**

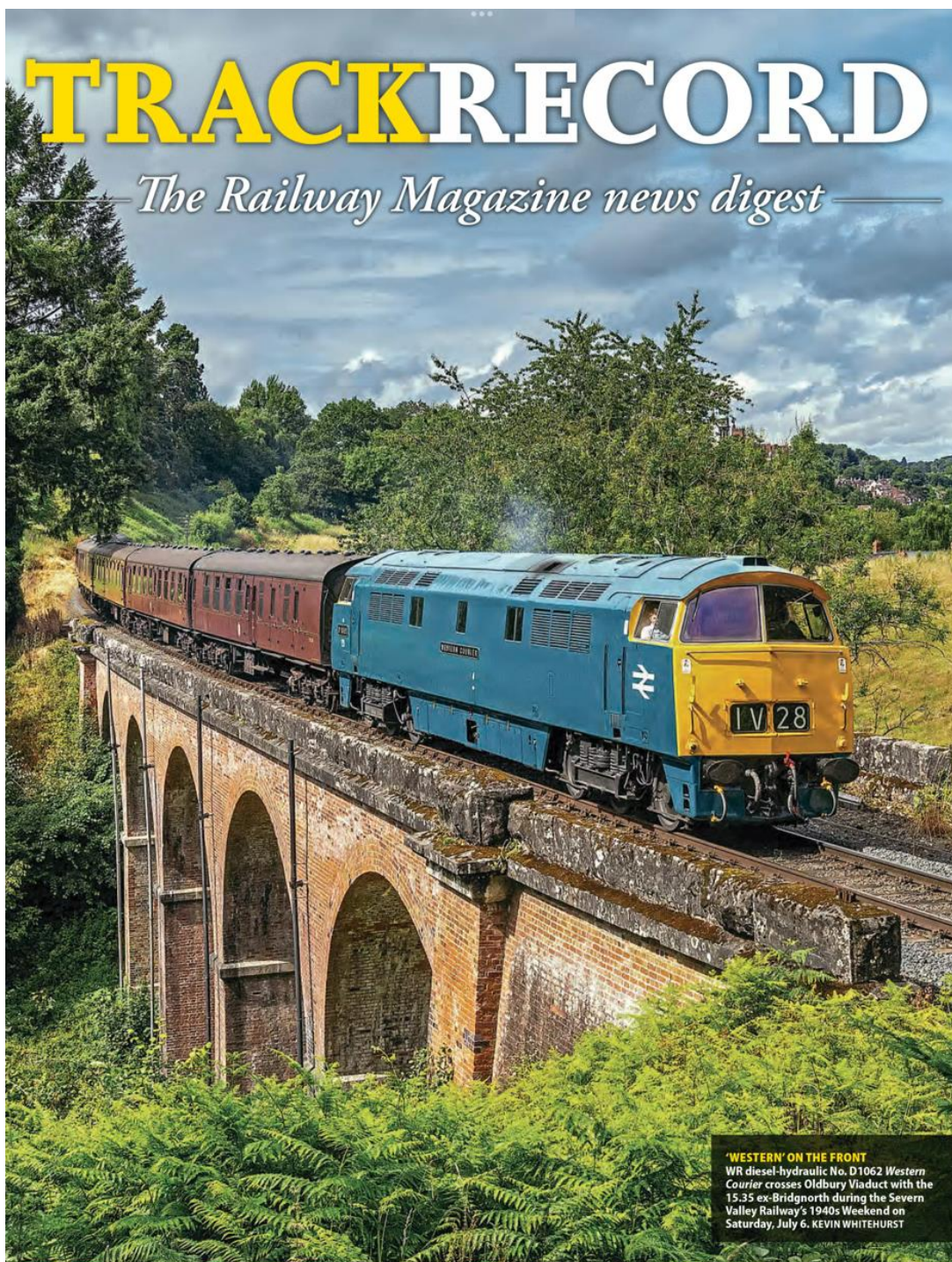
As we all know, it's not just about driving and one of the more mundane tasks was transferring our membership records over to our online database. So now, after many hours of work, anyone who is a WLA Member with an email address provided, should now be on our database, which should be easier to manage, especially with renewals. If for any reason, you have a query with your Membership, please do let myself or Paul Tucker know as we can easily check matters out. Also, if you change your address, please let us know so we can keep everything up to date and make sure that your Courier magazine etc arrives at the correct place!

## **Book of the Month**

Will return soon.

## Media Coverage

The Railway Magazine in their latest issue used this picture of D1062 at the start of their Track Record section.



**TRACK RECORD**  
*The Railway Magazine news digest*

**'WESTERN' ON THE FRONT**  
WR diesel-hydraulic No. D1062 *Western Courier* crosses Oldbury Viaduct with the 15.35 ex-Bridgnorth during the Severn Valley Railway's 1940s Weekend on Saturday, July 6. KEVIN WHITEHURST

P58 STEAM P65 INDUSTRIAL P66 NARROW GAUGE P69 MINIATURE P72 CLASSIC TRACTION  
P75 HERITAGE TRAMS P76 RAILTOURS P78 NETWORK P81 FREIGHT P82 METRO  
P84 TRACTION & ROLLING STOCK P87 STOCK UPDATE P90 OPERATIONS P97 IRISH P98 WORLD



Heritage Railways in their latest issue also used a picture of D1062 in their coverage of Kidderminster Station's 40<sup>th</sup> Anniversary Celebrations.



Best of both worlds: Class 52 D1062 Western Courier and GWR 4-6-0 No. 4930 Hagley Hall line up together at Kidderminster Town's 40th anniversary celebrations. JOHN OATES



Driver Lawrence Mortimer attaches the 'Kidderminster Venturer' headboard. BOB GREEN

## Historic Skegness station building gets new role on the railway after 77 years

By Robin Jones

A GREAT Northern Railway building from Skegness is being given a new lease of life after being returned to railway use after 77 years – as another heritage line gets a new station!

The Old Coal Office, built at the resort's station in the late 1800s or early 1900s, is being renovated and moved to the Lincolnshire Coast Light Railway as part of a new terminus under construction at the line's South Loop in Skegness Water Leisure Park

There it will also become an interpretation centre showcasing the history of the world's first heritage railway to be built by enthusiasts, and it will also tell the story of Ellis Bros (Contractors) Ltd, owner of the Water Leisure Park, and Waterford and Greenacres holiday parks in the Skegness area, and which for more than 70 years built much of the modern housing and other amenities in Skegness, Wainfleet and district.

Sold out of railway use, the wooden building was moved to Ellis Brothers' site in Lansdown Road, Skegness, in 1947 by the company's founders and acted as offices until last year, when the South Loop station scheme was developed.

The firm's founder, the late Fred Ellis, had a keen interest in the history and heritage of Lincolnshire and of Skegness in particular, and he wanted the building to be conserved and made available for public use, hence it forming the centrepiece of the new station.

A mysterious feature is its clerestory roof, similar to those found on early railway carriages



A front view of the old Skegness railway coal office being dismantled in Lansdown Road for renovation and re-erection at the new South Loop station on the Lincolnshire Coast Light Railway; the clerestory roof has already been removed. DAVE ENEFER/LCLR

used by the Midland Railway, GWR and NER – but not the GNR which operated the line to Skegness until its amalgamation into the LNER. Whether this feature was taken from an old carriage and added to the building to give extra light to those working in it is not known; a photograph in Skegness Library dated 1907 shows what is thought to be the Coal Office, but without a clerestory. Information about the building and how the GNR handled coal traffic for the developing resort is welcomed by those working on its renovation.

In remarkably good condition, the structure was set to be moved to the LCLR during August, ready for opening to the public in 2025.

A grant of £24,250 has been made jointly by East Lindsey District Council, South Holland District Council and Boston Borough Council, which administers the UK Shared Prosperity Fund (and Rural

Prosperity Funding) in the area as the new station and interpretation centre will help boost the economy. Ellis Bros has contributed £8000.

Work on the site has been delayed and interrupted by the heavy rainfall experienced since last autumn, affecting the water table and the ability to move equipment and materials to the site.

Chief executive officer for Ellis Bros (Contractors) Ltd and LCLR company secretary John Chappell said: "We are delighted to be able to conserve this remarkable survival of Skegness' railway and industrial heritage.

"The new role for the Old Coal Office helps us ensure the long-term future for the railway and to enhance the existing achievements of the volunteers' work.

"This contribution from the UK Shared Prosperity Fund will enable Skegness to escape from the widely-held perception that



Construction of the new station is well underway, with Motor rail Simplex 4wDM No. 3995 of 1926 Paul in the platform road with a passenger service for Walls Lane, consisting of former Ashover Light Railway and the 'Queen Mary' ex-Nocton Estates Railway carriages. The combined age of the trio is about 300 years! DAVE ENEFER/LCLR

the town is some sort of 'cultural vacuum'. Anything which does that by adding to the appeal of the heritage attractions of the district will benefit all of the town.

"Skegness as we know it was brought about because of the railway; before it reached the area, it was a fishing hamlet of just six houses. Everything we have is down to the railway, and the LCLR contributes towards that heritage."

The chairman of the LCLR Historic Vehicles Trust, Richard Shepherd, said: "Rebuilding the Old Coal Office at our new station enables us to create a destination at the end of our line and let people learn about its unique history and heritage. At the moment, trains terminate beside Skegness Airfield, but passengers cannot disembark; the locomotive uncouples at South Loop from the carriages, runs round them, and then reattaches, to return to Walls Lane station.

## **Severn Valley Railway News – Running Dates & Events**

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

- Saturday 14<sup>th</sup> September
- Sunday 15<sup>th</sup> September
- Monday 16<sup>th</sup> September (DFE)

### **Saturday 14th September**

D1062  
12.15 KR - BH  
14.05 BH - KR  
D9551 (Vice DMU)  
10.30 BH - KR  
15.35 KR - BH

### **Sunday 15th September**

D1062  
11.15 KR - BH  
14.05 BH - KR  
20048 (Vice DMU)  
10.30 BH - KR  
12.45 KR - HY  
14.00 HY - KR  
15.35 KR - BH

### **Monday 16th September**

D1062 - Footplate Experience



## **AUTUMN DIESEL BASH**

Thursday 3- Sunday 6 October

[BUY NOW](#)

We're gearing up for an almighty celebration of heritage diesels at our four-day Autumn Diesel Bash, running between Thursday 3 – Sunday 6 October.

We will be announcing the line-up on this page in the coming weeks, however our first visitor has been announced as [Class 25 No 25262](#).

## Member's Forum & Gallery

With D1013 Wester Ranger starting to take all of the headlines, Coop has been busy digging out some more pictures from the past - and showing "Mr Andrews" carrying out his second man duties many years ago, and also Mt Townsend when driving!

Great memories – and I have asked Rob Andrews to dig out and share some of his own memories – watch this space.





Elizabeth Walters has shared some of her fantastic pictures of D1062 out and about in the recent summer sunshine in July and over the past years – these memories are well worth sharing and great pictures.





I have also been contacted this month by David Ward – who wondered if you would be interested in these images for any newsletter – yes of course David.

David visited the Severn Valley back in either 1981 or 1982. Until that point he had never seen or heard a Western move, missing the last days of them on BR by naivety, having only started trainspotting in the Autumn of 1976.

“I had only viewed the sad scenes of 20 of them in their various states of demise at Swindon works.

From my visit at the Severn Valley back then I was hooked by the sight and sound of "Ranger" as it worked over the SVR, I don't think Courier was operational at the time. More recently I have visited the SVR Diesel Gala's to "get my fix", the double headed thrash last Autumn with D1015 being the highlight, that was until I completed the Driver Experience on D1062 in June this year- what a day.”

Along with these images, David also added one of "Champion" alongside the sadly lost D818 at Swindon works in 1979-80?









Let us also enjoy Peter Squire's latest pictures, taken recently at the SVR whilst the sun shone.



## & an Apology

Last month I shared the below pictures of D1015 Western Champion visiting the Keighley and Worth Valley Railway and stated that this was D1015's first visit to the line and the only other Western since D1023 visited in June 2008.

It has been pointed out that D1041 Western Prince also visited the line in 1988, running on Saturday 5<sup>th</sup> and Sunday 6<sup>th</sup> November along with members of the home fleet and other visitors – a line up including D5054, D9015 and D9016 – that is some line up. Anyway, I now need no excuse to share these pictures again 😊

D1015 arrives at Ingrow West heading for Oxenhope.



D1015 Arrives at Oakworth heading towards Oxenhope.



## **Closing Notes and Book Ends**

Taking a walk around the South Downs on Sunday 4th August, I came across a disused line now repurposed as a recreational walk and cycle way and the sad sight of the station at West Meon.



I also recently caught a post featuring the below picture – apparently a Cuneo of an unidentified Western departing London Paddington and passing underneath the then being constructed M40 / A40 into London. This is not one that I have seen before, but I assume authentic, although the Western appears to have wrap around full yellow ends! And where is the mouse???



To end this month and borrowed from Facebook, this fantastic image of D1019 Western Buccaneer – and for those of you not aware, one of Buccaneer's nameplates is on display upstairs at Kidderminster Railway Museum.



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

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

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

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

Next Member's e-Newsletter should be available on or around **1<sup>st</sup> October 2024.**

<https://westernlocomotives.com/>

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