



Western Locomotive Association e-Newsletter – October 2024

Welcome

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

A busy month, with, as reported by our chairman, some intense bursts of activity, whilst in the middle of the month, D1062 was operating SVR service trains on Saturday & Sunday 15th September, and then delighting those joining us for a fantastic Diesel Footplate Experience on Monday 16th September. If you haven't taken part in a DFE yet, you really are missing out on an experience of a lifetime. Whilst the DFE's have come to an end this year, they will be back next year, but you need to book early, DFEs on D1062 Western Courier always sell out first. We will of course let you know when they go on sale for 2025.

Whilst the excitement at the start of the month was all around the lifting of D1013 and the removal of the first bogie for overhaul, the excitement soon turned into the reality of the work ahead – whilst we have been planning for a long time for the start of this work, and ordered the replacement parts we think we need, the first job, and what a job it is, is to start removing 50 years of oil, dirt and general crud. Read on, the pictures reveal the full story.

And then, not wanting to be left out, D1062 continued to keep us on our toes, with the failure of one of the preheaters over the operating weekend, meaning we had to operate on the Sunday and for the DFE on one engine. So just 1,350 hp, but that still equates to more than enough power!

So, to start – D1062 is seen passing the TMD, two engines running and ready for action.



Now to that Lift!

It's not often that you see over 100 tons of locomotive floating above your head, so you have it, D1013 on the jacks, bogie removed but still underneath the locomotive.

What a sight.

This "sight" will also be on display at the Diesel Gala from Thursday October 3rd to Sunday October 6th so book your place on a TMD Tour and take your own photographs.



Of course I cannot resist another picture, this time with the bogie rolled out from under the locomotive.

Those of you with a keen eye will notice the date painted on the final drive – 11/74!

Official records record D1013 as being last lifted at Swindon Works on November 1972 – on a recent document I have received – 30th November 1972 when in Swindon for an unclassified repair.

But this evidence shows the locomotive was lifted again in 1974 – so Laira or Old Oak – someone must know?



A different angle this time which I think gives a different impression of the lift – and reveals the real WOW FACTOR of seeing a locomotive of this size elevated and “airborne.”



And to finish this section, some of the team starting the cleaning of the bogie, following the big lift that took place over that weekend – Friday 30th August, Saturday 31st August and Sunday 1st September.



I would like now to issue an apology – in last month’s newsletter, I used the below photograph and forgot to acknowledge and credit the photographer, which was an error on my part – so an apology to Bernard Mills whose photograph it was and a big thank you to Bernard for allowing me to use it, and also for the pleasure that he gives to all of us with all of the wonderful pictures that he has taken and shared over the years.



A BIG congratulations is also Roger Smith who celebrated his 25th Anniversary of passing out as a Class 52 driver – sharing with you below the coverage by the Severn Valley Railway of this significant event – this is of course also covered in our News Updates.

Roger celebrates 25 years on Westerns

Western Locomotive Association chair Roger Smith celebrated 25 years as a Class 52 Driver in August by driving D1062 Western Courier.

Roger’s quarter-of-a-century of driving the iconic diesel hydraulic locomotives exceeds that of most British Rail drivers, who operated the locos during their 15 years in service, between 1964 and 1977.

The day was celebrated with a service train operating two round trips from Kidderminster to Bridgnorth where passengers could enjoy real ale from the bar car and fish & chips.

A cab pass was organised for ex-Old Oak Common secondman Clive Rooker (a current heavv-freight driver for Colas), Kevin Wells, a current driver from Exeter (and former Class 47 and 50 driver) and Colin Marsden, editor of ‘Modern Locomotives Illustrated’. Both Kevin and Colin happen to be Roger’s neighbours down in Dawlish, Devon.

Roger remarked, ‘In all my time as a Class 52 driver, not once has a Western let me down with a complete failure. The general consensus from drivers on BR was that they would always get you home!’



25 years as a Thousand's driver for Roger Smith. SVR

If you want to know more about this really interesting picture – read on.....



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

A bit of a quieter month during September, with most of the activity taking place over two weekends albeit with lots of work going on!

Saturday, 14th September was the start of a long weekend with D1062 out on Timetable B on the Saturday, followed the next day Sunday 15th operating on Timetable A.

And then the day that 8 lucky people had been longing for – the chance to drive D1062 out on a DFE on Monday 16th! One of the candidates (Martin Page) summed it all up, “a lifetime ambition achieved!” Fortunately, the whole day went really well and even though we were only on one engine (“B” end), it was great to see so many happy faces! An unexpected treat was to see the Class 58 out on a freight train which was a bit of a first for many years which made even more people happy!

With regard to D1062, the temperamental preheater at “A” end managed to do its job on Saturday 14th before giving up completely after bringing the temperature up to the required 40 degrees C. So, it was two engines on Saturday but just one engine on the Sunday and Monday. Currently, Darren is working on a plan to replace the troublesome preheater before the fast-approaching Autumn Gala, so will the Watchman work – watch this space!

The following weekend’s activity was a mega purge on D1013 with no less than ten working members working on D1013’s “B” end bogie (which has now been moved alongside the locomotive on the adjacent road within the TMD) and underneath the locomotive itself. In addition to lots more scraping off 50 years of crud, the three cardan shafts were removed from the bogie itself with lots of manual torque being applied. The thrust pad brackets were also lifted out. Various bogie measurements were taken, so all in all, great progress was made and Graham Gant ended up being a very happy man! It was interesting to note that the Intermediate Gearbox on the bogie had a date of 11/74 on it, which dates its last bogie lift to just under 50 years ago.

Coinciding with all of this activity was a visit by Richard Holdsworth (former owner of D1013) with his wife Heather. Needless to say, they were most impressed with all the activity going on - I don’t think they could have picked a better day to see D1013 receiving so much attention!

Some great news during the month was an astonishing donation from one of our members of £10k, which leads me to say that it never ceases to amaze me how generous people can be and thanks to everyone who supports what the WLA is trying to achieve. No matter how large or small, every donation helps and makes all the hard work worthwhile.

As I mentioned earlier, it won’t be long before the Autumn Diesel Gala is upon us in just a few days’ time, which will bring to an end to another successful operating season. I hope as many people as possible will support our sales stand and enjoy the sight and sound of D1062 on each day of the Gala.

There’s much work that lies ahead with Winter maintenance and of course, D1013’s continuing overhaul and so, if you’re able to lend a hand, then please do so! See you on the Valley!

Roger Smith
Chairman



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

Saturday 31st August – from last month’s e-Newsletter

As you are all now aware, D1013c was successfully lifted on Saturday 31st August for the first time in preservation. The “b” end bogie was then rolled out and cleaned commenced. At the end of the day, the bogie was then rolled back underneath the locomotive (for storage when not being worked on) and the locomotive lowered back to head height so that cleaning can be continued on the bogie and also on the locomotives’ underframe.

It is planned to move the bogie over the next few weekends to number 3 road (behind our work benches) where we can work on it unhindered.

As we are not subject to the same time constraints as we were when we carried out the work on D1062’s bogies, we have this time the opportunity to clean and paint both bogie parts as they are cleaned and removed, and the locomotive underframe also.

So, so start, a few repeat pictures of the BIG event – from September’s e-Newsletter.

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.



Sunday 1st September

Some more pictures taken over the weekend of the lift, starting with the wheeling out of the bogie from under the locomotive to a position it can be worked on – 20 tons of metal work be pushed! All hands needed.



One pushed outside, it was all hands to the scrapers – with 50+ years of muck and crud to be removed.



An example of what we are dealing with.....



If you think you can make a difference, then why not come and join us. Although the cardan shafts are all to be replaced, the final drive and everything else that you see in this picture needs scraping, cleaning and painting.



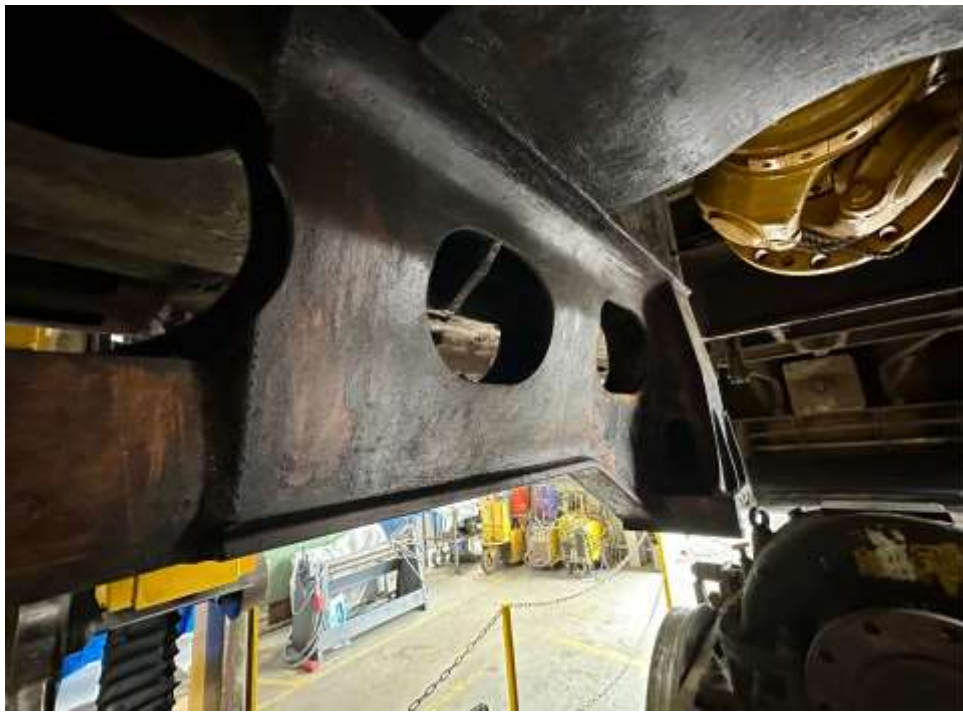
A look at exactly what is needed to connect a 100+ ton locomotive to the jacks and to lift into the air.



But just look at what then becomes accessible.



The results of lots of hard work and scraping



One of the thrust pads is visible here at the start of the cleaning process.



With the end result.



The same from a different angle.



Meanwhile, up at our Bridgnorth facilities, vital work continued on our Pre-Heaters with a new damper being fitted on the next Pre-Heater to be made available.



One of the Pre-Heater stack switches was also fitted with a temperature sensor and tested, allowing is to now monitor accurately the flue temperature.



The Mid-Week Update

Following all of the excitement surrounding the lifting of D1013 and the start of the bogie overhaul project, attention turned back to D1062 Western Courier.

On Tuesday, Robin made some adjustments to the brakes on D1062 after reports from the last weekend's operating that the coaches were bunching and causing passengers to comment, as perhaps the locomotives' brakes were too sharp. Darren joined Robin on Wednesday to review the diagnosis and progress and to learn how to make the required adjustments. A full brake test was then carried out and submitted to the SVR. On Thursday a further full brake test was carried out with SVR in attendance, following which, D1062 was signed off as operational and fit for service.

Also investigated at the same time were some sparking problems on "B" end Pre-Heater, the cause being found to be a sticking brush. This was freed and "B" end was successfully heated to 50 degrees C. It was also noted that the squeak that intermittently is noticed was the result of a tight seal on the pump.

Attention was also given to a coolant leak at "B" end which manifested itself again, with the final job being a coolant top up.

D1062 is now ready for next turns of duty on 14th 15th and 16th September.

And outside the TMS, memories of line ups and Laira and Old Oak Common.



Saturday 7th September

D1013 was lifted again to allow “B” end bogie to be rolled out and for scraping and cleaning to continue – it may be dirty work, but so important and will make life so much easier down the line.

The other significant task was the draining of the fuel tanks, allowing the flexible fuel hoses to be removed and replaced with new hoses. The areas around the fuel tanks will also need cleaning and the steel pipes repainting.

And looking forward, No 3 Road in TMD where the bogie is to be repositioned, should be cleared and cleaned on Wednesday 11th and after that the bogie can be moved into its permanent location for work to be completed. Once the bogie is located here, the priority will be to complete the cleaning and repainting of the locomotive underframe, with the objective to have the completed before the Autumn Diesel Bash. After the Bash, D1013 needs to be put onto an Accommodation Bogie and moved off the jacks, in order to allow the Rail Adventure HSTs access. D1013 will be located elsewhere in the TMS so work can continue on the locomotive.

Once the bogie is on No 3 Road, then removal of parts will commence, although measurements need to be taken prior to the suspension components being touched.

So, the day started with a display of strength 😊



The bogie rolled and ready for attention.



One of the parallel jobs though was to drain and estimated 200+ gallons / nearly 1,000 litres of fuel – that is supposed to be round – so has taken a knock at some stage!



The issue is soon addressed, and fuel starts to flow.



Hopefully, you are enjoying the pictures – cleaning outside and underside continued.



And then a BIG discovery, D1013 Western Ranger last visited Swindon Works in 1972, and an assumption was incorrectly made that this was when last lifted – however, evidence indicated otherwise – as can be seen below, something happened in November 1974, at Old Oak Common or Laira maybe, as this is the date recorded on the Intermediate drive.



And some more of those before and after shots – this time looking at the Elephant's Feet where the crud was 3 to 4 inches thick and solid like rock.





Towards the end of the day, we started looking down – at the mess.



After another day of hard work – the team shot – a massive thanks to all for all of the effort and hard work that is going into this project.



Let's end this day with more memories of the hydraulic depots in the 1970s. Starting with 15, 62 and 48 in a row facing the depot, and the 15 and 62 from the yard.



And whilst D1013 is getting all the attention, our other favourite engines, D1062 and D1048.

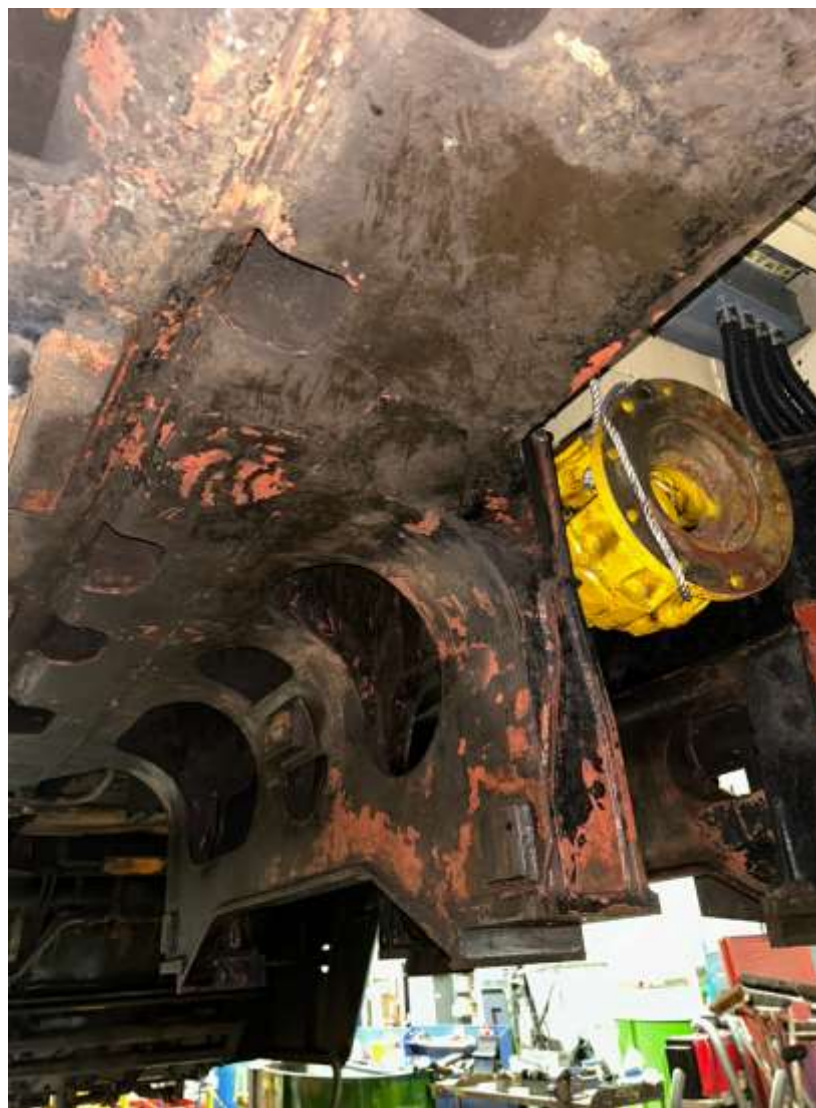


Saturday 14th September

Whilst D1062 was out up and down the SVR, it was another day of scraping, plus a trial patch of red oxide!
The 1st picture looking in from the outside, whilst the 2nd picture is more a vase of looking out from the inside.



That red oxide trial – looking good, plus further evidence that progress is certainly being made.



Sunday 15th September

D1062 Out and About again, this time giving a cab ride to Adrian Knowles of Masterpiece Models.

A perfect start to the day and the driver caught replacing light bulbs in the head code box and D1062 read for a day's action.



Trying to capture some less frequent views, D1062 passed the Class 20 at Bewdley, and is then seen cautiously approaching one of the many level crossings that cross the line – and the driver of this car behaving perfectly.



Hampton Loade and some serious discussions seem to be taking place, not sure if the Station Master was impressed or simply not interested 😊



With Mark at the controls, some perfect parking is witnessed.



Monday 16th September – Diesel Footplate Experience

A great day was had by all – or in the words of Martin Page – “Fantastic Driver Experience today. A huge thanks to Roger & Mark for their patience. Lifetime ambition achieved. Brilliant!” Mark seen here alongside a gleaming D1062 and in the cab with Roger.



Thrilled customers!



It is great that so many involved in the day shared their own photographs – so here we go.

“Thanks to the SVR and the WLA and Roger Smith for a fabulous experience.

I first rode in the cab of a western in 1975 when I was 12 and never thought I would get the chance to drive one.

D103 as it happens....

So today on D1062 a dream came true.

My family bought me this.

A brilliant experience, highly professional and very engaging.

Thoroughly recommended”

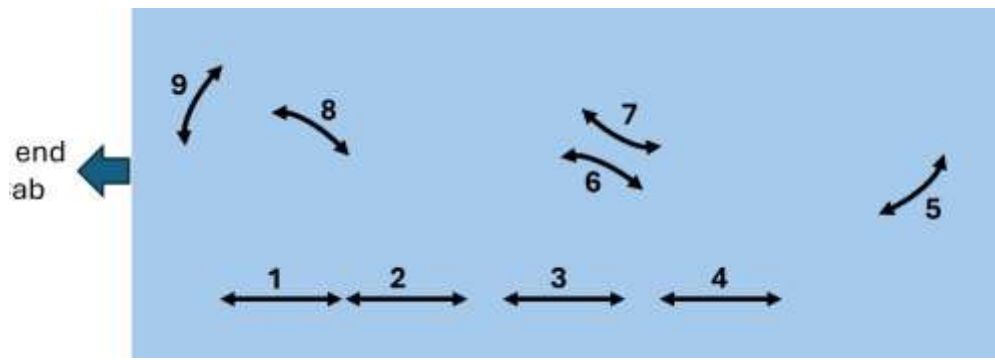


Wednesday 18th September

Thanks to Mark Perry for this update.

Myself, Mike Tromans and Sally were at the TMD today. Firstly, a couple of the fuel hose connections on D1013 were disconnected to allow the remainder of the fuel in the system to drain out.

The 9 hoses were then removed. The rough position of the hoses are shown below.



All of the ends of the pipes were then covered up to protect them and each position tagged.



When the pipes in positions 6 and 9 were removed they were seen to have some heavy corrosion debris on the inside. These will need further cleaning internally before the new hoses are fitted.



It was also seen that one of the steel pipes that run across the loco has suffered some serious damage at some point in its life and may need attention.



The nine pipes have now been tagged up and have been put into one of the containers. Once I have confirmation of the specification for the hoses for the pressures, flow rates etc. I will get them up to Hydraulit and get the new ones made up.



The area around the pit was then given a clean-up. Ranger was then lifted up high enough for the intermediate gearbox to clear the AWS box. The bogie was then pushed underneath "A" end. The intention being to move the bogie across to road 3 on Friday.



Saturday 21st September

Back in 1977, Richard Holdsworth purchased D1013 Western Ranger from BR, and its preservation journey began. It was our pleasure today to welcome Roger to Kidderminster and into the TMD and reunite him with Ranger.



Our remit for the day – on Friday, D1013's bogie had been successfully moved from underneath the locomotive to No 3 Road, this making it much more accessible for cleaning and the major work involved, and the locomotives underside also being much more accessible for cleaning and painting. So, this was the job!

Whilst Graham and his team started to take the required measurements on the bogie, before starting to remove the shafts and the thrust brackets.

With attention also needed on Courier's "A" end preheater, following its failure, the plan is to replace with the "B" end preheater removed from the locomotive last year.

This preheater needs to be brought around to the TMD and given a good clean, and of course the coolant from D1062's "A" needs to be drained into an IBC, in readiness for a planned preheater exchange on Saturday 28th.

So, first task tackled by Mark & Mart, drain D1062's "A" end.



In the TMS, a Team were all over the bogie – literally, applying human torque to the task in hand.



A great deal of serious work was taking place, but good to know, there was still time for a smile.



After a successful day, shafts were removed, leaving lots of space and room in the bogie for further cleaning.



Thrust brackets were also removed, they have certainly been doing their job, with some parts evidently being completely worn, or missing, and so replacements will be manufactured.



Loving this work – no words needed.



Meanwhile, under D1013, Roger was showing Richard how much work has been completed and how much work remains to be done.



Things are certainly starting to look a great deal cleaner and ready for red oxide and paint to be applied.



Further evidence of the work that has already taken place.



I can personally vouch that the crud on the “elephant’s feet” was inches thick and as solid as stone – what looked such a simple cleaning task would take an hour.



So, we finish with men at work. It looks great fun, it is great fun, why not come and help us.



Sunday 22nd September

A number of WLA Working Members were “on Tour” on Sunday 22nd at The West Somerset Railway to get some Hymek haulage.

They were delighted to see that the Hymek was carrying a headboard in memory of our best friend and Working Member Chris Shields who sadly passed away last year. Western Ambassador was Chris’s favourite Western.

We hope to use the headboard again in memory of Chris at the October Diesel Bash on D1062.



Meanwhile, at Kidderminster, that preheater destined for D1062 had been moved into the depot, and Alison set about giving it a good clean.



Saturday 28th September

Following a visit to the TMD earlier in the week by Mark Perry to disconnect pipework, the plan for Saturday 28th is to swap out the Preheater at "A" end on D1062, with work continuing on Ranger's bogie and underside – more scraping and painting.

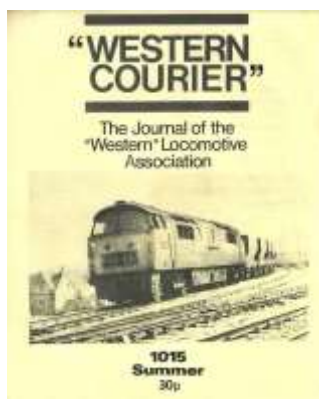
The day started with all three of our locomotives in the TMD – thanks Sally for these photographs, as I am sitting at home in the office writing this newsletter!

Further updates on progress from today will follow next month.

See you all at the Gala!



Western Courier – Issue 1015



October 9th – A Birds eye view by Malcolm Holyhead

Although an ardent steam enthusiast for many years, for me the Class 52's have stood out from the rest of BR's crazy modernisation plans as something special. This enthusiasm eventually led to yours truly becoming involved in the organisation of three Western hauled trains. When the fateful day came and went, many thought that was that, and no more Westerns, but thanks to the National Rail Museum and the WLA, and four private owners, at least six Class 52's will be preserved, although it is feared that some will become static exhibits.

The prospect of the WLA's Western Day was therefore a chance not to be missed. A short telephone call to the uncivilised north where "electrics rule OK" and Class 40's are in abundance (anywhere north of Barnt Green!) revealed that a certain WLA official was planning to invade the south by car on October 8th and spend the weekend in Paignton. After some arm twisting by the said official, I made available the "Southern Belle" headboard which had been carried by Western Ranger on February 19th.

Our official was not due to pass through Gloucester until mid-day and we were quite surprised to have him arrive early. We learned later that this was due to some high-speed running between Manchester and Liverpool to pick up another passenger. The journey south was completed in no time – the "S" registered 1.6 Cortina Mk IV was used in true Western Style fast travelling.

On arrival in Paignton we learned that four extra pairs of hands would be appreciated at Kingswear. So after booking into our excellent hotel, it was off to Kingswear at high speed. The two locomotives presented a magnificent sight as we roared into the car park and came to an abrupt stop. Four Western staved enthusiasts emerged from the resultant dust cloud to drool at the spectacle.

Extra hands were indeed welcome, and Richard Holdsworth quickly roped us all in for painting the louvres blue on D1013. At this revelation, I got somehow joshed about having to help renovate what I helped to wear out, D1013 having turned up on all the Western specials I had helped to organise. The painting took longer than anticipated and was just finished before it was too dark to carry on or to take photographs. At one point, Richard scrambled onto the roof of the locomotive to finishing painting and cleaning. Some comments were noted of a very coarse nature, causing innocent ears to go to ground. These included those of his wife Heather, who had been seen with a sound cine camera! During the process I nearly killed of the new editor with his yellow plastic hat.

Before retiring, arrangements were made to consume some liquid refreshments in the Paignton hostelry, pub bashing to the uninitiated. This turned out to be something of a non-event as some of us arrived after a meal in Newton Abbot, despite a one car rally from Newton Abbot to Paignton, om which we beat the local DMU, and where three attractive hitch hikers, female of course, were seen and nearly caused certain passengers to be ejected! After extracting a drink from the new Editor (mind you it took a crowbar and 5 tons of TNT to get him to open his wallet), we retired with the prospect of a glorious day ahead on the morrow.

An early start was affected by three of the party, who had to disturb the beauty sleep of one dozy Liverpudlian who wouldn't get up. As we exited the hotel, mental note was made to include the hotel on places worth a second visit. The heavy dew of the morning had turned D1013's glossy paintwork to a matt colour, however it didn't stop the cameras coming out while both locos were preheating.

D1013 was started first, and burst into life at the second attempt, much to the cheers of the onlookers. Then came out the headboards, with Southern Belle and Western Talisman going onto D1013. D1062 was left without a headboard as she was to work a though excursion whose organisers wanted just 1Z37 on display. After some confusion over transport, the stewards were transported to Paignton by Torbay and Dartmouth Railway minibus. The minibus was to transport the drover of D1013 back to Kingswear, as D1013 and D1062 ran singly to Paignton.

Resplendent in high visibility jackets, we marked time at Paignton until D1013 arrived and parked in the platform of the T&D Railway to act as a crowd puller. One group of stewards kept a discreet eye on her, while another group went to the other end of the platform to wait for D1062, which was to be parked near the depot. Our group of four kept a close watch on D1062 and photographers off the track.

The first service train was "Western Talisman" out and "Southern Belle" back. This departed on time, ideas of waiting for travellers of the excursion were thwarted by the late running owing to an industrial dispute at Paddington and through problems with rolling stock. At Paignton, the weather started to do its utmost to spoil the day with a light drizzle. D1013 gave a throaty performance to Kingswear, where our group patrolled the fence near the car park to prevent any over keen photographers coming to grief. Camera-less stewards observed much but recorded nothing and were soon back on the train.

At Paignton, "Ranger" uncoupled and backed into her parking allotment. My brother and I sat in each cab to keep watch on the headboards and to keep light fingered enthusiasts away. When the excursion arrived two more headboards were unloaded (loaned by Peter Watts and John Vaughan). We then effected a headboard change – "Southern Belle" for "Western South Western" and "Western Talisman" for "Western Reunion". It was then back to cab watching which enabled the hardworking owner and wife to get some refreshment. No doubt their impending happy event will be a little "Ranger" complete with full throated roar! (it was!)

The return of D1062 was the commencement of some amusement. She was light engine and D1013 was ready to depart but was blocked by the excursion. This was duly removed by two mechanical rats (Class 25's) and promptly headed non-stop through Paignton complete with various DVR/WLA officials. Your X Publicity Officer was observed yelling across for the communication cord to be pulled. However, the guard's emergency brake was applied bringing the train to an abrupt halt.

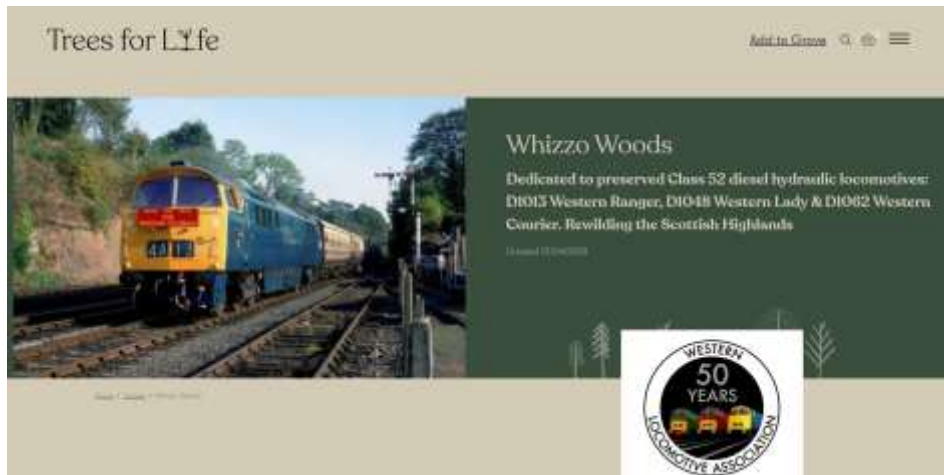
Owing to a misunderstanding over stewarding this was to be the last run. Having already given our time and submitted no photography, it was threatened that we would have to pay as well. This was a little too much after no small effort on our part, we therefore withdrew in something of an aggravated frame of mind. The remainder of the afternoon was spent line siding, including one amusing event with a local policeman. Our arrival en-masse to photograph did look somewhat suspicious.

The journey home was something of a riot, akin to some Western tours. We had two motor cyclist outriders as company to the Great Western Hotel Exeter. There was much one-sided competition in town traffic but the boot was on the other foot on the open road with our Cortina travelling at the maximum speed of a Deltic! The notorious Telegraph Hill was descended in neutral and an MGB GT owner was somewhat stunned at being passed at the maximum speed of a Class 52 by a paltry Dagenham Dustbin. I really must say that this should not be misinterpreted, although the motoring was fast, the quality of the driving and riding far exceeded that of the other road users.

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/>

We have been looking for a couple of pictures of our locomotives, in preservation or in service, for a new Whizzo Woods Promotional Banner – suggestions so far are as follows – did you have anything better?

The first picture below by Andrew Royle taken on 5th June 2009, and the second two, including the one with the locomotive displaying the Western Hero head code are by Paul Winter.



The new Pop Up has been commissioned and will read as follows:

Welcome to Whizzo Woods!

The Western Locomotive Association's ongoing initiative to be carbon neutral.



The WLA has taken positive action to offset the carbon emissions associated with the preservation and operation of its three Class 52 Western diesel hydraulic locomotives – D1013 Western Ranger, D1048 Western Lady and D1062 Western Courier.

In doing so, it has become one of the first heritage diesel preservation groups in the UK to be carbon neutral.

The Association has set itself an objective to reduce its carbon footprint and to being a carbon neutral operation by having a clearly defined strategy and a commitment to the environment by offsetting the emissions produced by the diesel fuel that it burns.

The WLA's annual carbon emissions and carbon offset requirements have been calculated as follows:

- A Class 52 Western locomotive consumes one gallon of diesel fuel per mile
 - One gallon of diesel fuel burnt produces 11.9kg of carbon dioxide
- A normal day on the Severn Valley Railway is two return trips, a total of 64 miles, producing 762 kg of carbon emissions
- Operating on average 20 days per annum, the WLA's locomotives will emit 15,250 kg or 15 tonnes of carbon emissions
- Trees for Life advises that to offset 15 tonnes of carbon emissions per annum, the WLA should plant 62 trees each year
 - The Western Locomotive Association has set itself this objective and to date has planted over 400 trees.

In partnership with Trees for Life, the WLA has purchased a Grove through which trees can be purchased, named "Whizzo Woods."

Your support is needed for the WLA to achieve its objectives and trees can be purchased at £6 per tree through the WLA's On-Line Store at www.westernlocomotives.com. We may also benefit from Gift Aid when you purchase a tree if you tick the box.

Trees for Life are a multi-award winning and specialist conservation and rewilding charity and have been planting trees in Glen Affric, considered to be one of the most beautiful glens in the Scottish Highlands, for the past 25 years.

Glen Affric is 15 miles west of Loch Ness, where the trees can be visited on foot, although they are remote, and it can take up to 2 hours to hike to them.

The trees planted are a healthy mixture of species native to Scotland, including Scots Pine, Oak, Hazel, Alder, Birch, Rowan and Aspen, and planting which takes place in either March to May or September to October, designed to maximise their health and well-being and to promote biodiversity in the forest.

www.westernlocomotives.com

www.treesforlife.org



Sales Team Update

Preparations for the Gala are almost complete, despite my being on holiday for most of September, and there will be several new items of merchandise on sale to tempt you, including a new jigsaw in time for Christmas. The jigsaw features a superb nighttime photo of Western Lady at Paddington taken by Colin Marsden.

T shirts, polos, sweatshirts, fleeces and hoodies featuring the 3 Westerns logo will be on sale and if we don't have your size or you want a different colour then we can take your order. The T shirt is available with a full frontal logo for those of us who like to be subtle as well as the 3 Westerns logo on the left breast.



As winter draws on we have added beanie and baseball caps with the new logo to our range, available in blue, maroon, green or black.

If you have any cash left or need a home for your bruised payment cards then we are launching WLA Wallets which are also available in blue, maroon, green or black according to your livery preference.



The response to our Autumn Raffle has been good and there is still time to buy tickets, although it will be too late to post the counterfoils back by the time you read this newsletter, so buy them from the WLA online store instead at <https://westernlocomotives.com/product-category/raffle-tickets/>. Of course, tickets will be available at the Gala.

Finally, a unique model has been donated to help raise funds. It was the prize in a Western Competition run by Rail magazine in the early 90's and is a Lima 00 gauge Western, D1000 Western Enterprise in Desert Sand livery as built, with many extras added as you can see from the photographs. The best offer received for this model by midday on Sunday 6th October, when the Raffle is drawn at the Gala will secure it. Please send your offers to sales@westernlocomotives.com and the winner will be announced with the Raffle results.



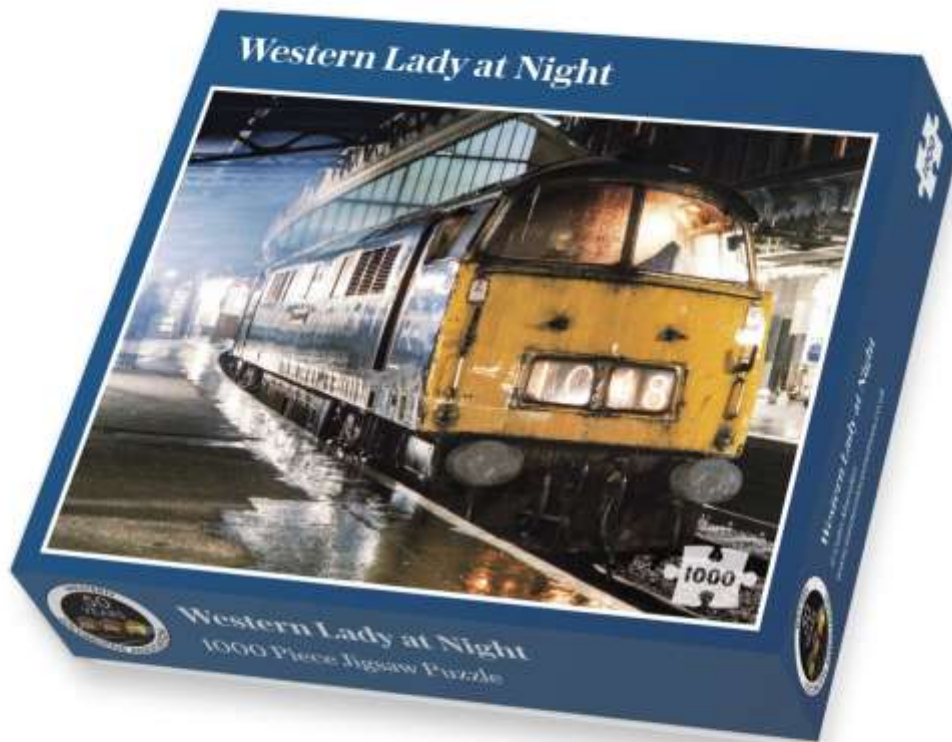
2024 WLA Calendars are now available and selling fast. The A3 Wall Calendar is dedicated to D1048 with a selection of pre and post preservation shots and the theme of the Desktop Calendar is "Westerns on Shed".

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/>



Also available, as mentioned, our latest 1,000-piece jigsaw puzzle – it just had to be 1,000 pieces!



And of course, our Autumn Raffle is also 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.

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WESTERN LOCOMOTIVE ASSOCIATION Registered Charity No. 1115058		
WLA 2024 AUTUMN RAFFLE		
<p>WESTERN LOCOMOTIVE ASSOCIATION AUTUMN RAFFLE 2024</p> <p>Name _____ Address _____ Telephone _____ Email _____</p> <p>Please return your counterfoils and cheque, payable to Western Locomotive Association, to the promoter by 27th September 2024</p>		<p>1st prize - beautifully framed A2 Giclee print "Bufferstop Wizzos" drawn by Phil Hiscocks. 2nd prize - reproduction Western Ranger name and numberplate set in MDF with red background 3rd prize - Limited edition Dapol 00 gauge model of Western Ranger in maroon with yellow panel.</p>
<p>The draw will take place at the SVR Diesel Gala on Sunday 6th October 2024 at midday Promoter: WLA, c/o 54 West Street, Oldland Common, Bristol, BS30 9QS Registered with Derby City Council, reg. no. 1206</p>		<p>Ticket Price £5.00</p>

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

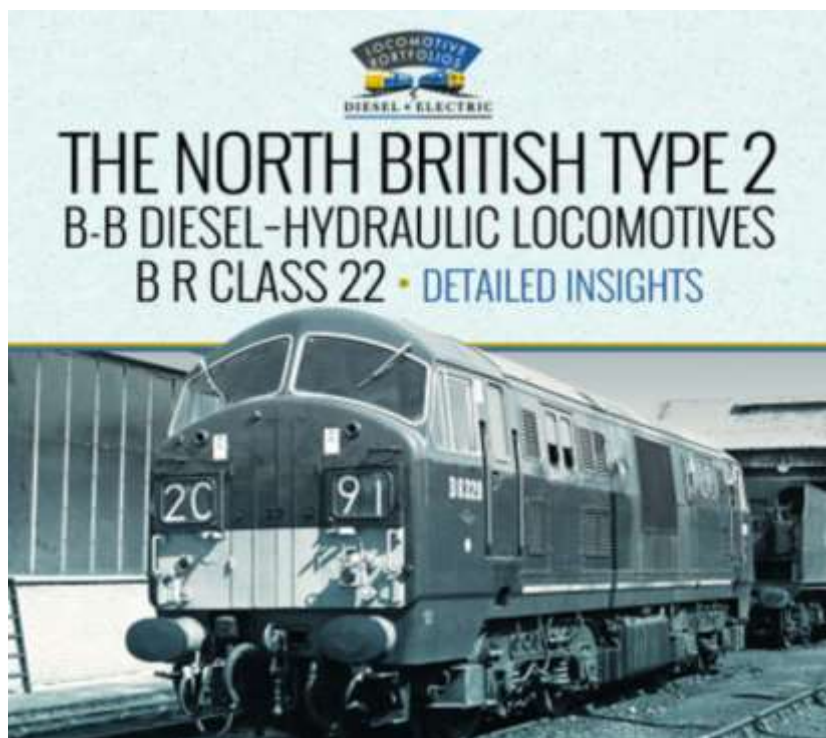
One of your objectives is to continue to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome.

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



The British Railways 'Pilot Scheme' orders of 1955 included six North British Type 2 diesel-hydraulic locomotives: these being introduced during 1959 for use on the Western Region.

Without operational experience, a further fifty-two locomotives were delivered between 1959 and 1962.

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

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

This book, the second of two, builds on the overview of the class provided in Volume 1, and makes extensive use of available archive material and the personal observations of numerous enthusiasts.

Previously unpublished information, covering the performance issues of these locomotives, form a central focus, together with details of fire incidents and accidents.

Liveries and detail differences are given in-depth treatment to illustrate that there really were reasons and a logical progression behind the complicated series of design modifications applied to the Class.

Volume 2 concludes with sections on storage, withdrawal and final disposal.

Media Coverage

Railways Illustrated – October 2024

working to restore the locomotive, but also for the donations that people have been making to assist with the funding of the work required to allow 45132 to return to full health. If you would like to contribute towards its restoration, visit www.gofundme.com/f/45132-main-generator-appeal

47643 – Bo'ness: The bogie strip down on the Class 47 has now started and the new tyres are on order. If you can help with this major project on 47643 with a donation, visit <https://cafdonate.cafonline.org/25163>

D1013 – Kidderminster: Volunteers from the Western Locomotive Association have been painting the pipework in the engine rooms of *Western Ranger*, focusing on the blue water/coolant pipes. The pipework is colour-coded: blue for water/coolant, orange for electrical, pink for hydraulic fluid, white for air and black for vacuum.

Inside the depot, work was continuing on the engine top end overhaul, the inlet manifold being moved onto the workbench for cleaning. All of the engine cylinder head bolts were rechecked 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, decompressor valves and relevant gaskets to the heads were all sorted out, ready for fitting. An exhaust manifold was collected from the container to take to Bridgnorth to obtain the correct

'C' spanner, which is needed 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.

D1013 has also been over the pit and an underside inspection carried out. Parts required for the bogie overhaul have been ordered, based on the expectations following the experience with D1062. Additional parts will be required once the team gets further into the investigation and work.

The first pedestal has been inspected, was found to be good, and signed off. The WLA is now awaiting delivery of the spring hangers.

There are currently no other major concerns regarding D1013's bogies, but something is bound to crop up as work progresses. It was agreed that the first bogie to be worked on is that at the B-end, as this is the one with a leaning axle box. Torque reaction arms will be inspected but they currently look to be okay, so hopefully no orders are needed, although new tab washers will be required.

While over the pit, work needs to be planned as the fuel tank hoses need to be replaced and attention is also 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 locomotive does contain a lot of fuel; 200 gallons is estimated, so this is going to be quite a major task.

Once D1013 is lifted, as long as it remains on the jacks, the bogie can be wheeled in and out to be worked on. While the locomotive is on the jacks, it is the best time to drain the

fuel, using the advantage of height and gravity, before removing the fuel hoses and sending them away. The drain valves and fittings will also be checked over, as well as the drainage equipment. The locomotive's A2 end horn cover is also leaking and this is also due to be addressed while inside.

One cooler group also needs lifting out to access one of the pipes. A welder also needs to be booked for work on the equalising beams once the locomotive is lifted, plus other jobs such as the boiler room window.

D1062 – Kidderminster: Issues experienced during operation on the SVR have been mostly A-end pre-heater related, and these are still ongoing. If these cannot be resolved or addressed, then the pre-heater will need to be swapped out over the winter period.

The A-end AVR also failed recently, and the WLA is currently running in its spare AVR, so the removed AVR needs to be sent away for rectification. D1062 was due an A-exam in August.

D9015 – Barrow Hill: On July 20, one of the cab sliding doors had some remedial attention to a sticking door lock and the wood trim under the cab step insert was installed, manufactured from solid mahogany. The two new covers for the in-cab fire suppression pull handles were fitted. Work was carried out to complete the fitting of the cabside window frame to No. 2 driver's window.

Meanwhile, in the depths of the locomotive, the electricians continued with isolating the fault on No. 2 engine and also to (most of) the start/stop switches. While these have



The Embury & Bolton Abbey Steam Railway held its diesel gala and beer festival on August 30-September 1, with resident locomotives in action as well as visiting Eastern Rail Services No. 31452. The '31/4' had moved to the railway by road from Great Yarmouth, along with several ERS Mk.2s, for filming, and was able to participate in the line's event. On August 31, the Type 2 arrives at Bolton Abbey. Nick Sanderson.

Tulyar suffers power unit failure

THERE was both jubilation and disappointment within a matter of days after No. D9015 Tulyar was started up for the first time in more than 27 years at the Dellic Preservation Society's depot at Barrow Hill.

A successful start-up of both engines on July 30 was followed by a public event on August 3, during which one of the power units departed; the

diagnosis was confirmed when a more detailed investigation was carried out on August 24. The power unit, which suffered a similar fault in 2003, will now need to be removed from the 'Dellic'.

Another power unit, which was previously earmarked for use in No. 55009 Alycidon, is already being prepared for installation in No. D9015, this locomotive being regarded as

the priority. All oil hoses are to be replaced prior to oil and coolant testing, after which the phasing casing will be refitted along with refurbished generators.

It is hoped to have this power unit – which last saw use in No. 55008 The Green Howards in December 1961 – ready before the end of the year. A further power unit, which last ran in 55007 Pinza, is receiving attention,

MULTIPLE UNIT DEVELOPMENTS

WEARDALE '101' BACK IN ACTION

THE Weardale Railway's Class 108 set, made up of Driving Motor Brake Standard No. 50980 and Driving Motor Composite Lavatory (DMCL) No. 52054, returned to service on August 22. It had been out of action since March 2022, when the DMCL was involved in a shunting collision. Repairs have been carried out at Barrow Hill, DMCL No. 51572 being used as a donor vehicle.

NEW HOME FOR CLASS 101

BASED at the Ecclesbourne Valley Railway since 2013, three-car Class 101 set made up of Driving Motor Standard Lavatory (DMSL) No. 50170, Trailer Standard Lavatory (TSL) No. 59303 and Driving Motor Brake Standard (DMBS) No. 50253 is being moved to a new

home at the Severn Valley Railway. It has been out of traffic since the start of the Covid-19 pandemic in March 2020, and is one of only two three-car '101' sets in existence, the other being 'Daisy' (50160+59539+50164) located at the North Yorkshire Moors Railway. A further set operates as a three-car set at the Great Central Railway with a Class 111 buffet car.

CALDER VALLEY COMEBACK?

OUT of use since 2021, the East Lancashire Railway-based three-car Class 110 Calder Valley set is to undergo evaluation to assess the feasibility of returning it to traffic at the East Lancashire Railway. Made up of Nos. 51813+59701+51842, it is one of only two Class 110 sets to survive; the other, a two-car formed 52071+52077,

is based at the Lakeside & Haverthwaite Railway, but has not been used in normal service since the Covid-19 pandemic.

'457' CHANGES HANDS

THE ownership of Class 457 Driving Motor Standard Open (DMSO) No. 67300, which was converted from one of the Class 210 prototype cars, has been transferred to the Heritage Electric Trains Trust (HETT). When purchased in 2000, its acquisition was funded by sale of shares but with no formal organisational structure; a recent meeting of the owners decided upon the way forward. There will be no change to the status of the vehicle, which will remain at the East Kent Railway and continue to be looked after by members of the Suburban Electric Railway Association.

IN BRIEF

EX-LU SHUNTER TO EOR

THE Epping Ongar Railway has taken delivery of former London Transport Sentinel shunter No. DL82, previously based at Hardingham station by the Mid-Norfolk Railway. It was one of three such locomotives which operated with London Transport at its Neasden and Lillie Bridge depots between 1971 and 1993, and its transfer to the Epping Ongar Railway is particularly appropriate, as the line was also part of the London Underground network until 1994.

'14' BACK IN ACTION

HWING undertaken test runs between Leering Bar and Scruton on August 10, Class 14 No. D9513 made its debut passenger outings at its new home at the Wensleydale Railway during the line's Industrial Diesel Weekend on August 24-26. Despite the failure of former Tyne & Wear PTE shunter No. WL4, the event was deemed a success, and another similar event may be arranged in 2025.

WESTERN BOGIE LATEST

GOOD progress has been made on stripping the bogies which were removed from No. D1010 Western Campaigner for overhaul in July. The first bogie has had its carbon shafts, brake rigging and primary springs removed, with the equalising beams, pedestals and secondary springs to follow next.

GOYLE TO RETURN IN 2025?

WORK on returning No. D5609 (31435) to service is continuing at the Embury & Bolton Abbey Railway. Two of the overhauled roof sections have been refitted; it is hoped to have the '31' back in traffic in 2025.

SRPS CLASS 47 PROGRESS

DURING August, No. 47643 was lifted from its bogies to enable them to be stripped for overhaul. Its wheelsets are to be removed to enable them to be sent away for new tyres to be fitted.

GREAT GABLE REPAIR

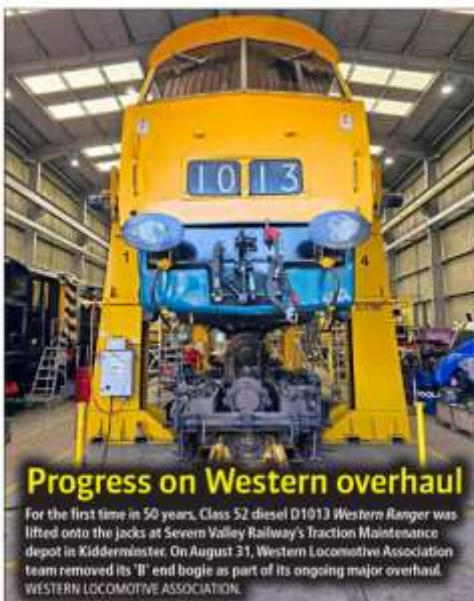
THE Peak Locomotive Company's No. 44054 Great Gable has lost its late 1960s look as No. D4, gaining TOPS numbers following a recent repaint.

COACH NEWS

SWANAGE MK.1 SALES

PREVIOUSLY part of its 'Wessex Belle' dining train, Mk.1 First Open (FO) No. 3090 and Standard Open (SO) No. 4803 have been sold by the Swanage Railway to Locomotive Services. The first to leave Swanage was No. 3090, which departed for Crewe on August 19. Both coaches had been out of use for some time, having suffered a vandal attack in February 2023.

News in pictures



Member's Forum & Gallery

The following "Member Reports" have been received this month – please keep them coming in.

Hi Paul,

Just did a return trip on D1015 on 31st August and imagine my surprise when I found D1048 and D821 in the station environs upon my return, albeit under very dreary skies!! Here is the evidence!!

Peter Squire





Hello Paul,

I try to get to the SVR as often as I can to see our beloved Westerns, but over the weekend I found some old photos taken I think in 1992 (although I am not certain of the exact year).

I thought you may be interested in seeing D1062 in maroon with full yellow ends and also D1013 in a rather sad state, both at Bridgenorth. As you can see from the photo of both locos, the water tower hose was in a very awkward position for D1013, but I couldn't get any better angle, which has spoilt the image!

Hope you like the photos,

Very best regards,
Paul Davies





Adrian Knowles of Masterpiece Models joined us this month for a cab ride in D1062 as a thank you for donating to the WLA one of their models – we had some great conversation whilst travelling up and down the valley, and Adrian has shared this fantastic shot of D1015 Western Champion approaching Bath.



Closing Notes and Book Ends

I received this week some pictures from Ian Greenaway and they certainly bring back memories – Ian wrote: -

Good evening, I have a few pictures that may be of interest!

D1022 and D1023 on Swindon Works while being overhauled I believe.

My wife's uncle (Jim Shepherd) was in the A Shop at the time and did quite a bit on Sentinel.

I am not sure how mech he did on Fusilier as he moved back to stripping out in early 1973 I think.

In the larger group he is second row back between the chap with the tie and charge hand in the long coat.

The picture was taken just outside the A Shop doors which were nearly opposite the weighbridge.

I wonder if any members would recognise anyone else in the photographs?

Many thanks

Ian Greenaway.



In a similar vein, the below was shared on Facebook page this month by Martyn Williams, thanks Martyn.

“The first locomotive that I worked on in 1974 at Swindon Works. Western Courier. It was nearly 50 years ago. D1062 was withdrawn from service shortly before I started at Swinson. We decided to stop it being scrapped. Its now on the SVR and close to its 50th year in preservation. The WLA owns the locomotive. They need donations to keep this wonderful locomotive running. I am on the left front row with the gang. We still keep in contact nearly five decades gone. Great days, Swindon was a great place”.



And to finish this month, and 50 years later, a current & happy Working member Reporting for duty 😊



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 November 2024.**

<https://westernlocomotives.com/>

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

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