



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of Working Members Meeting

Saturday 13th July, 2024 – 1.30pm

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

Present:

Roger Smith, Paul Finch, Marty Kent, Paul Northcott, Graham Gant, David Hewell, Coop, Rob Andrews, Roger Fry, Sally Sheldon, Phil Hiscocks, Mark Simmons Jenkins

Via Zoom:

Darren Shelmerdine, Peter Bamber, Alison Buck, Tony Grainger, Mike Targett

Apologies for absence:

Lyn Jones, Robin Jones, Mark Smith, Mike Tromans, Alan Berck May, Richard Hargreaves, Steve Bielby, Paul Medley, Paul Brinsford

Roger Smith opened the meeting at 13.30, offering to act as Chair, as Darren was only able to join by Zoom following a 72-hour work week and having been on nights on Friday.

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

- Requested visits to other Heritage Railways in 2024 – all that contacted us requesting us to visit were advised that we would be unable to attend in 2024 but we would consider visiting in 2025 - if requested again.
- Bogie Cardan Shafts / short shafts – Darren has been chasing Waltersfields for an updated quote for refurbishments / new. It was noted that one shaft has gone missing from D1013 (engine to transmission) but we do have a new spare in stock. Additional spares are also ideally required as follows – x1 transmission to dynostarter and x1 one transmission to Serck pump.
- Transmission to heat exchanger hoses have been replaced on both locomotives. However, they are still to be fully reconnected on D1013 – **Action – Mark Perry to reconnect asap.**
- All coolant hoses have been replaced on D1062 – no outstanding action.
- Saunders valves replaced on D1062 “B” end
- Saunders valves have been removed from D1013 but require refitting – this should be done asap – **Action – Paul Finch / Peter Bamber / Team to refit asap.**
- Training on crane, slinging and JCB has been arranged and a list proposed – however not all were aware that this was happening and as a result may not be on the list. The original notification to be redistributed by WhatsApp and by email and the list / order revisited – **Action – Mark Perry, re-distribute proposal and prepare revised list.**
- It was requested that we do not overly rely on WhatsApp and also communicate in parallel on email so that members not using WhatsApp are not missed out – **Action –**

Darren to revisit email distribution list for Working Members, and share, ensuring all are included, especially recently joined Working Members, and those no longer attending the TMD be removed.

- It was also noted that we should ensure that WLA have sufficient certified PICOS Working Members – Sally Sheldon has just been certified as a PICOS.

NOTE

A notification has been received this week from Roland Bull that we should all be aware of as follows:

“There were a number of occasions over the last week where the PICOS system broke down which compromised the security of the TMD and the safety of the people on site.

Could you emphasize to your volunteers that it is a condition of working on the TMD site that there must be a duty PICOS on site before anyone can start work. We are all aware of the value of the equipment we have on site, just think about the outcome of theft, vandalism, graffiti or an injury.

- 09th July - No PICOS and volunteers working on site.
- 11th July - The TMD was left with an open door overnight.
- 12th July - No PICOS and volunteers working on site.
- 14th July - The TMD was left with an open door overnight - the PICOS insists that the shed was secure and closed down correctly and suggested that someone came in afterwards and opened the door.

• We introduced the PICOS system because it allows the flexibility of 24/7 operation; but it requires everyone to cooperate and play their part.

- Scheduling of Working Members Meetings – it was noted that this meeting should have been held in May immediately after the Diesel Gala, was then delayed to June, and again until July. Despite this, key Working Members were not able to attend (on this occasion reasons were valid although unfortunate and full-time work related.)
- Next Working Members Meeting was scheduled for Saturday 19th October, it is now rescheduled for Saturday 26th October – two weeks following the next Committee Meeting and one week before the AGM – it is imperative that this meeting takes place and everyone attends.
- End of actions from last Working Members Meeting.

Engineering Project Co-ordinator / Darren Shelmerdine Update

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

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

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

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

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

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

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

The first pedestal has been received for inspection, was good and signed off, and all ordered have now been received. We are now awaiting delivery of the spring hangers, although no update has been received from Tiddsley – **Action, Darren to follow up**

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

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

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

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

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

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

It was suggested that some members should try to be more approachable, although there is no finger pointing here, and it was in fact pointed out that some of those with greater knowledge didn’t feel that they were ever approached and asked for help and guidance.

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

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

We also all need to be conscious that when a critical task is completed, knowledge on best working practise is shared, the work is fully supervised and that it is checked by others upon completion and signed off correctly – recent examples that could have been mitigated being the pipework on the watchman which was not fitted correctly and perhaps even the issued experiences on one of the transmission heat exchange hoses.

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

Whilst over the pit, work could have taken place on the fuel tank hoses and final drives – but no one stepped up. It was then highlighted that the fuel would need to be drained before the work on the hoses could be carried out, and the loco does contain a lot of fuel, 200 gallons is estimated and so this is quite a major task. (see later note)

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

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

More importantly, it was agreed to re-instate the Weekly Update email which documents every week any outstanding actions and work scheduled.

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Back to D1013

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

Suggested were Friday 27th / Saturday 28th September, or Saturday 21st / Sunday 22nd to tie in with Richard Holdsworth visit to the SVR.

Unfortunately, Darren is not available on these dates due to work – so it was agreed to investigate dates at the end of August. Action – lifting dates to be confirmed - Darren

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

Graham Gant agreed to have a separate discussion with Darren on this matter.

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

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

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

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

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

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

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

Derek Payne needs to be contacted regarding the outstanding work on the cab desks – this work needs to be completed or handed over now. **Action – make contact with Derek Payne ASAP**

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

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

Other Business

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

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

A list of questions from Coop were discussed – the list of questions is included at end of these minutes.

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

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

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

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

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

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

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

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

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

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

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

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

It was asked that following the recent movement of IR thermometer to Bridgnorth, upon retrieval and return to Bridgnorth, it was noticed that the instruction leaflet is now missing from the box – please can this be located and returned.

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

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

But to conclude – everyone does a great job, we are successful, we have kept a locomotive in service I think every year since the purchase of D1062 back in 1976. We should be PROUD of what we have achieved and continue to achieve. We are the best team in the heritage preservation movement – so all deserve a big thank you and pat on the back. Let’s all work together better and go from strength to strength and achieve even greater things, returning D1013 to an operational condition and then starting to look at D1048.

And from a massive thank to you all.

Coop Questions

Points for meeting

- 1013B engine drain valves overhaul while engine out? ✓
- 13B spare water elbow from BN engine? *BT*
- 13s camboxes back on B engine as opposed to fitting replacements which were earmarked for 538. Need to be serviced/cleaned up delaying refit? ✓
- 'C' spanner to Kiddy for exhaust manifold work? ✓
- Cutters for spot welds on manifolds? ✓
- 62B Engine gate valve closed leaky outlet/false water in oil readings/ any further closed valves? ✓
- 62 Door locks/Yale barrel same key x4 per loco? new latch stops damage problems easier to lock up, safer than balanced on step? (Guidance 2.4.2 hazard & safety & 2.4.3 working at height)
- 48 spares remain outside apart from 3 fire bottles now in C4? ✓ *Head exchanger outside.*
- 48 spares time known for move/container mentioned last meeting!?
- Why no container ordered?
- Why no visit to Butterfly?
- Strip light 48 left outside in rain?
- C5 staircase £1k upward + concrete pad who to do work?
- Space made in TMD for spill kit currently in C2? *FOC.*
- Any progress on JCB drivers? ✓
- Half Pallet/collar kits for conrods/pistons/crowns/transmission parts? *DS*
- C3 vents? *white powder pressure vents - on line pressure.*
- Consider jacking up onto pads?
- C3 floor preserving who to do jobs?
- C1/C2 battery lighting? ✓
- Emergency lighting testing more people to do Ref: BS 5266-1?
- Pre-heater safety critical item? Consider sending out for overhaul in future? (ref:2.4.2 hazard)
- Pre-heater maintenance schedule book-accessible both sites? (ref:above out source)
- Updated amendment? (safer mod introduced)
- Pre-heater storage at Kiddy? (now 3no ref:above out source)
- Consider modern alternative as per AVR?
- Transmission hoses job process sheet after rectification work? (alternative method)
- Lack of workers present /revised list?
- Bridgnorth door working at height/conservation area repair clarification?
- Bench top?
- FB, admin block people if negative posts continue? (2.4.10 criticism as per guidance)
- Any progress on turbos now bearings collected?
- Consider 3 coordinators one for each loco, spread work load off Darren? (Graham/Mike)
- Planning improvement?

*D1062 - Priority.
D1013 - Priority.
D1045 Pressure at
work.*

D1013 Outstanding Workload (excluding Bogies)

Cabs

A end – Roof horn box leaking, remove cover plate, reseal and refit cover plate

A and B end – Cab desks – formica to complete

A and B end – refit refurbished brake gauges.

A and B end – KR1 pipework to re-configure as per 1062 (RJ)

Windscreen wiper motor, locate good spare and fit. (A end?)

A and B end - replace windscreens (spares stock to check out)

Cooler Groups

B end – lift out, weld in roof channel drain pipe, refit cooler group (PW aware, job to tie in with Ian Williams welding Boiler room window surround).

B end – renew all coolant hoses and connect up. (GG, MS, SJ)

Fire system

Emergency glass – remove, clean and paint aperture, refit glass (x2) (MT, TG)

Wire pull system – inspect and renew cable if required (MT, TG)

Fire bottles – decision required on hydraulic test of bottles, re-certify and refit to loco. (Committee decision)

Air System

Air / Vacuum brake equipment fit to loco (ex 62) for testing purposes.

Air / Vacuum brake equipment, remove, send away for overhaul and refit.

Refit air pipe – main reservoirs to safety valve run (GG)

Modify nose end air reservoirs (as per 62)

Remove air reservoirs, hydraulic test, certify and refit to loco.

Engines

A and B end – replace all coolant hoses (GG, MS, SJ)

A and B end – replace seals in coolant drain valves (Saunders valves) (new seals to purchase) (PB, PF, MT)

B end – top end overhaul to complete (PW to oversee)

A and B end – engine / exhaust roof panels to clean, scrape and repaint (RS)

A and B end - modified Cambox and turbo priming system required (as per 62)

A and B end - coolant top up system to install (as per 62)

A and B end - air intake system, renew drainage system, renew air intake boxes/filters?

A and B end - replace fine fuel filters, clean out coarse fuel filter.

Transmissions

A and B end – remove, renew and refit heat exchanger to transmission hoses.

A and B end – fit new priming system (IJ)

Underneath Loco

Drain fuel tanks.

Clean underside of fuel tanks, scrape and repaint pipework (pit required).

Replace all fuel tank balancing hoses (pit required).

Large Compressor checks, change oil and filter.

Electrical

Low Level Fuel Switch repair / replace / return to use, including float switch in fuel tank.

AWS rewire

Continue proving out systems.

Buffer Beams

A and B end - replace Vacuum Bags, check the ones behind the buffers beams also when loco lifted.

A and B end – remove, send away for refurbishment and refit Air brake hoses

A and B end - remove drawgear, carry out NDT checks (SVR), refit drawgear.

Welding

Bodywork, Welding (Various), Headcode Door hinges (IW/RS)

A end Cooler group anti-collision bracket to modify (IW/RA)

Boiler room window surrounds to rebuild (IW/RS)

Other work

Refit all Internal panelling and repaint after fitting. (all panels at Bridgnorth ready to fit)

A and B end Vapor Watchman – test in-situ.