



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Thursday, 5th December 2024 at 7.30pm

Present: Ian Clayton (Director)
Paul Finch (Director)
Darren Shelmerdine (Director)
Roger Smith (Director & Meeting Chairman)
Mike Targett (Treasurer)

1. Apologies for absence

There were no apologies for absence.

2. Minutes of Previous Meeting

The Minutes of the previous meeting held on 4th July 2024 were approved.

3. Matters Arising

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Ian Clayton confirmed that Jon Aston had been progressing the Gift Aid submission for 2021/22 and that HMRC had asked for copies of about a dozen signed gift aid declarations, which confirmed that the submission had been received and was being progressed by HMRC. The Submission for 2022/23 had also been submitted. Ian Clayton confirmed that he would be removing Derek Payne as a Trustee.

IC

Darren Shelmerdine agreed to continue to try and make contact with Derek Payne regarding the outstanding work for the Formica desk work for D1013, plus the top rubber door seals, to see when these items could be completed. Ideally, we need a simple yes or no, to enable other people to pick up on the work required.

DS

Paul Finch confirmed that he would be chasing up Derek Payne as well.

PF

Ian Clayton advised that he was progressing the amended Articles of Association with Jonathan Sandiford whilst ensuring that the Charities Commission would approve the WLA including D1048 and any other Class 52 locomotives to be acquired. A further change might be the necessity to clarify the Quorum requirements, where a high number of Members were voting by Proxy. The higher levels of Membership were leaving it difficult to acquire a Quorum at the AGM.

IC

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Darren Shelmerdine had previously confirmed that following the installation of the new continuously rated pump on "B" end transmission on D1013, this had now been wired up by Paul Medley. A demonstration was now awaited before the project could be rolled out to other transmissions. If successful, a kit of parts would have to be costed out for each transmission unit. It was understood that Paul Medley had installed a transformer to allow testing from a shore supply as the batteries on D1013 were not capable of producing sufficient current. We now await the results of the tests to be carried out. If necessary, a video presentation would be made.

DS

The two Obbo trips considered for 2022 (attached to the stock) as a tribute to Greg Heathcliffe and Henry Coates, plus the single Obbo day out for members/friends, (subject to prices and availability) would now be planned for 2025 and discussed at the next Committee meeting.

It had previously been noted that WLA membership had increased from 301 to 411 members, following the SVR, Autumn Diesel Gala, acquisition of D1048 and publicity. The target remained at 600. Some concern had been expressed at the current number reducing to 387 although renewals were due to be chased up by Paul Tucker. Action had since been taken to promote WLA membership on social media and more recently, a decision had been made by the Management Committee to reduce Junior Membership to just £1. As a consequence, it was good to report that Membership had increased to 563 active members, an increase of 175 or 45%! This was now just 37 short of our target of 600.

All to note

Following the refurbishment of the brake Distributor for D1062 the brake system was being monitored. Some further adjustments had been made to the M&A valves at both ends and the braking system was now considered to be as near to perfect as possible.

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Although no new Operating Agreement had been forthcoming from the SVR, it was agreed that we should request a reasonable contribution from the DFE courses, bearing in mind that the course fee had doubled to £600 and that our contribution received per person had remained at £100. An email had been sent to Steve Wainwright who advised that the level of contribution would be reviewed for 2025. The matter would be raised at the next Diesel Committee meeting likely to take place in January 2025 and, if necessary, taken further.

DS/RSS

It was noted that there still remained an engine to transmission shaft for D1013 which needed to be refurbished, which remained budgeted for. Following discussion, it was agreed that as the previous shaft was "missing" that we might as well source a new shaft which would be the preferred option anyway. It was agreed that a quotation be obtained; the current budget for this item was £4,850. Ideally, we need this item to be ordered before the end of December 2024 with an invoice submitted to help offset VAT likely to be due.

DS

A decision had been made to send the turbo for "B" end of D1013 away for rebuilding and balancing. Two bearings had been ordered and supplied and, in the meantime, components were being gathered up to be sent away, envisaged before January 2025.

DS

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It was noted that a turbo would eventually be required for "A" end engine of D1013 and that a suitable German replacement was available from IMS. It was agreed that further details would be sourced and that a budget of £7k was provided for.

DS

It was understood that most of the remaining spares for D1048 held at the Midland Railway Centre had been transferred to Kidderminster TMD, stored on pallets outside the WLA containers, under tarpaulin cover.

The Working Members meeting scheduled for 13th July 2024 at Kidderminster Museum had taken place.

A discussion had taken place regarding previous work carried out on D1062's "A" end and "B" end bogies, where various shafts had been replaced but where the paperwork was missing. It was thought that with a concerted effort involving Pete Sandham and Robin Jones, the paperwork could be resurrected, which would then enable the locomotive to venture out on the main line again, especially as we had received an invite to attend an important event at Derby in 2025. It was noted that in theory, the bogies were in better condition than when it last went out on Network Rail but just needed the paperwork to back up the work undertaken. Both Pete Sandham and Robin Jones confirmed that they would be checking their paperwork and Darren Shelmerdine would be doing so, likewise. In particular, we wanted to know what work was carried out, which shafts were changed by who and when. It was agreed that, if necessary, a progress meeting would be organised in January to see how this item was progressing.

DS/RSS

The shuttle valve issue needed to be resolved by being replaced, cleaned or replaced.

DS

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Ian Clayton asked that consideration be given to a strategy for attracting younger members and this had been raised with the Management Committee, with Junior Membership now offered at just £1, which had now increased Junior members from 3 to 16.

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Mike Targett confirmed that both D1013 and D1062 had been valued at £250k within the accounts, whilst D1048 would remain at £6k for the time being. Once adopted within the Articles of Association, D1048 would be revalued at £100k.

MT

It was noted that future VAT Returns would need to be undertaken using software suitable for HMRC likely to cost approx. £360 p.a. as opposed to the current system at £10 per return. It was agreed that we should use the recommended software but only when required by HMRC. In addition, consideration would be given to changing the accountants in order reduce costs, by using Mike Targett's employer. This would be subject to further discussion.

All to note

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4. Finance Report

Mike Targett provided a brief overview of the finances for the Company, which included a list of available funds, as follows:

Bank:	£187,002
PayPal:	
Total:	£187,002
Budget:	(£70,250))
Contingency	(£30,000)
Hangers	(£15,484)*
Available funds:	£71,268

Made up of:

Restricted funds D1013:	£14,491	(D1013 Bogie Appeal)
Restricted funds D1048:	£5,268	(D1048 Preservation Appeal)
Unrestricted:	£51,509	

*It was noted that the Hangers from WH Tildesley, were likely to be supplied in January 2025

A review of proposed and agreed expenditure was as follows:

PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 5th DECEMBER 2024

Brake Gauges:	£1,400
Batteries for D1013:	£6,000
Brake System D1013:	£10,000
Brake Cylinders D1062:	£1,500
Engine Parts D1013:	£6,000
1 x short cardan shaft for D1013:	£4,850
Turbo Rebuild for D1013 "B" end	£7,000
Turbo for D1013 "A" end	£7,000
Repaint D1062:	£1,000
Kidderminster Tools:	£1,000
Additional 40 ft Container	£5,000
Oil Sampling:	£500
Spare Bogie Lift:	£6,000
Transmission Project:	£8,000
Contingency:	£5,000
TOTAL	£70,250

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Following discussion, it was agreed to purchase a set of replacement batteries for D1062 (including boxes), whereupon D1062's existing batteries could be transferred to D1048, which would help with the current electrical testing and assessment programme. Assuming an acceptable quotation, the purchase if made in advance before December 2024 could offset our VAT. Darren Shelmerdine agreed to obtain a quotation (in addition to the cardan shaft required for D1013) as a matter of urgency.

DS

6. Locomotive Maintenance & Operation for 2024/25

Darren Shelmerdine advised that whilst a CMS course had been organised by the SVR to enable Robin Jones (and others) to sign off safety critical work for the locomotives, a breakdown in communication meant that Robin Jones was unable to attend the course. This meant that Darren Shelmerdine was now the only WLA Working Member to sign off work. This was considered to be unacceptable and risked the D1062 being unavailable for traffic with too much reliance on one person. Following discussion, it was agreed that the SVR be contacted to see if a course could be arranged for Robin Jones by Geoff Armstrong, where, if necessary, the WLA would be prepared to contribute if other people could attend, or maybe in full if this was exclusively for the WLA. It was thought that it might be useful for Jack Baldwin to attend too and possibly Graham Gant. In the first instance, the SVR would be contacted to see what could be done.

RSS

The WLA had received notification that an SVR Diesel Committee would be held, organised by John Nash with several potential dates provided for January or February 2024. In particular, it was suggested that we should know who the Chairman was, whether there would be a proposed Agenda, who would be doing the Minutes and who would be attending. The opportunity would be taken to express concern at the WLA turns provided at the Diesel Gala events, lack of recompense for DFE's, and lack of cover being provided for D1013's overhaul. At present, it would probably be Paul Finch and Darren Shelmerdine representing the WLA.

PF/DS

Darren Shelmerdine advised that there was a real need for a 10 or 20 ft container to store "on the shelf" spares that were regularly required to maintain the locomotives and rectify faults. It was agreed that Paul Finch would speak to Roland Bull to see what options might be available as it was known that there was at least one container that could be replaced on site at Kidderminster TMD.

PF

It was currently hoped that D1062 could attend the SVR's Winter Diesel Gala on Monday, 30th December. At the present time "B" end preheater was operational having had some recent work to rectify sticking brushes. The objective was to get "A" end preheater operational again in addition to rectifying the air pressure safety valve also at "A" end, and possibly replacing the pressure switch in the boiler room. A decision on D1062's gala attendance would be made within the next week or so, with both Robin Jones and Darren Shelmerdine due to work on the locomotive on Wednesday, 11th December.

DS

7. D1013 Overhaul

Whilst work was progressing on the overhaul of "B" end bogie, concern was expressed at D1013 having to reside outside in the open. In order to progress the overhaul more effectively, the locomotive need to be under the cover of Kidderminster TMD (as originally promised), not least to progress welding work on the bodywork, cooler group, horn cover, windows, engine installation, painting etc.

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It was agreed that Paul Finch would speak to Roland Bull direct, to see what could be done.

PF

7. D1048 Assessment

A general discussion took place on what was more recently found about the condition of D1048, with Mike Target providing more specific information on the electrical condition. At first hand, it was known that the following major items were apparent:

- “A” end engine was suspect
- “A” end reversing mechanism on the transmission (North British) was seized
- “A” end Smiths Overspeed box was corroded and in need of replacement
- Some brake pipe work was completely corroded and in need of replacement

On the positive side, the initial electrical assessment had shown that “so far, so good” with no major concerns and that the known fault that caused an electrical issue some while back had been fixed. Testing had been done at 110 volts and out of 30 main wires, 5 were found to be faulty. The locomotive was safe to use on shore supply and the internal lighting circuits were operational. Further tests were due on the big cables leading to the BIS, which would need to be disconnected from the batteries. It was noted that the fuel gauge was working and that the locomotive had 650 gallons of fuel.

One of the objectives was to try and get “B” end engine oil priming pump operational which would benefit the engine with lubrication, if working.

Ultimately, it was thought that the locomotive could be made operational again on “B” end and it was thought that £50k would be a reasonable cost estimate; £300k plus to get the locomotive to any standard approaching D1013 or D1062.

A further job requiring attention was asbestos removal which would require the locomotive to be brought inside Kidderminster TMD when space is made available. This would require the floor panels being taken up and involvement of Colin Asbury who was already aware of the work required.

Work on the new web site was progressing and this should be available in January 2025 to help raise funds for the locomotive.

RSS

8. Any other business

There were no other items of business discussed.

9. Dates of next Meeting

To be advised.

www.westernlocomotives.com

The Western Locomotive Association Limited is the owner of D1013 Western Ranger and D1062 Western Courier on the Severn Valley Railway, Bridgnorth, Shropshire and is a Company Limited by Guarantee Registered number 3873466

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