



**Minutes of the 2024 Annual General Meeting of the  
Western Locomotive Association**

**Held at the Royal Star Room, Kidderminster Railway Museum on  
Saturday 2<sup>nd</sup> November 2024 at 12:30**

The Chairman Roger Smith welcomed members in attendance and opened the meeting.

**Apologies of absence.**

Received from the following members: Peter Bamber, Mark Perry, Mike Tromans, Jon Aston, Jonathan Sandiford, John Dickerson, Tony Willmore, Doug Tomkins, Jeremy Kirk, Terry Bye, David Sutton, Nick Huband, John Clayton, Graham Gant, Kevin McCormick, Bernie Gooch, Martin Turner, Dave Lamond, Julian Ogle, David Mogg, Steve Hampton, Pete Wilcox, Jonathan Wilcox, Colin Marsden, Alan Berck-May.

Stephen Redman - I would like to take this opportunity to thank you, and all the committee/ working members for their hard work in keeping the association and of course the locomotives running and cared for. It is wonderful to be able to come to the SVR and travel behind 1062 and relive my youth in the 60s and 70s travelling behind these wonderful locomotives! I would just like to add, that although it will be a long road (if ever) before 1048 runs again I for one am just glad she will be cared for and available to see.

Paul Northcott - I am a working member and just wanted to give my vote of confidence to all these people who, in my view are doing a great job, giving up their time freely to fill these important roles. Retirement is probably 2 years off for me so I do what I can helping out and know these individuals dedicate a lot of time, not only to volunteering but also ensure that the WLA is run well, my greatest thanks to them all.

Brett Lane - as a newly signed up member, I would like to thank your kind, friendly and approachable members who ran the stall at the SVR diesel festival last weekend. They were very helpful and generous to my 2 year old son (they gave him a wonderful badge) and due to this, I have decided to join your wonderful association. We hope to be able to take part in more events in the near future.

Ian Carrington – May I take this opportunity to congratulate the management Committee and all the working Members for a fantastic year thus far. You all do a truly amazing job.

David Langley - my grateful thanks to all WLA Members for the fantastic work done this last year. I am so proud to be a WLA Member and in deep awe and respect for the amazing work done by the Working Members and the whole WLA Committee.

**1. The minutes of the 2023 AGM.**

Minutes and actions of the 2023 AGM were approved.

Steve Draper – proposer.

Phil Hiscocks – seconder.

Vote – all in attendance approved.

**2. Matters Arising.**

**From 2023 and previous AGMs**

a) Action for all rolling over from 2022, 2023 and 2024 AGMs which should continue into 2025: Please pass on website details for any potential new Members. If we all got one extra person to join we would hit our aim of 600 Members.

b) Update our Articles of Association following the proposed changes voted through resolution to Members at our 2022 AGM.

UPDATE 11/11/23 – this has now been superseded following further changes needed being identified. See below regarding D1048 and further changes to our Articles relating to our Membership offering. They will all be put forward to our Membership in the future, potentially at our 2024 AGM.

UPDATE 02/11/24 – the updates to our Articles and Objected were complete during July by JS and IC. This included the introduction of D1048 and any other Western locomotive into our Objects. IC contacted the Charities Commission at the end of August to clarify how we notify them of significant changes to our Articles and Objects to be told that usually a couple of weeks turnaround was now taking on average 3 months. Therefore we currently cannot put these proposed changes forward for Membership vote at our AGM today. Directors and Committee were informed and we have agreed that IC will progress with the Charities Commission approval ASAP to be ready to progress putting the changes to our Membership at the 2025 AGM.

c) A discussion took place around needing to try new ways of attracting newer younger members that will be the future of Western preservation. Ideas were discussed around using TikTok and YouTube to provide short snappy videos of interesting areas of work. It was noted that videos put on Facebook has created a lot of interest but many youngsters of today do not use Facebook. It was also noted that an idea that the 82045 Group have put into action around youngsters being given Associate Membership for 10 years for £150. Committee will look into what else we can do in this space during 2024.

UPDATE 02/11/24 – Committee have looked into this. We have decided to offer Junior Membership (U18s) for £1 in 2025. Announce at the AGM. MTro also progressing further social media options to get our work and association out there with the younger generation. We also looked into options around getting Junior Members able to support working on the locos but this would be a huge amount of work logistically. This is an open action and will continue into 2025 and beyond.

### **3. Chairman Report Board Report – Roger Smith**

Good afternoon, everyone!

2024 was certainly a year of celebration and achievement for the WLA! Starting right off the blocks in January, many of us were celebrating the WLA's 50th Anniversary at Swindon's STEAM Museum, the birthplace of Westerns and the place where D1062 was restored to her former glory back in May 1977, just a few months after the end of Westerns on BR. And what a day it was too!

Following a welcome by myself, a message was read out on behalf of Graham Howell who used to work at Swindon Works and had much to do with D1062's preservation and sourcing of spares. Graham was also a WLA Committee Member in the early days, assisting the then Chairman, David Ashley. Graham said "I cannot quite take it in that the WLA was formed 50 years ago. Little did we all think our little group would achieve so much and it has now blossomed into a world-renowned organisation with members scattered all over the world." He asked the present Members to "carry on and continue to inspire the preservation world..."

The celebrations included a full afternoon with over 120 people attending. Presentations were made by Paul Finch, WLA Vice Chairman, outlining much of the work carried out during 2023 on D1013 Western Ranger and D1062 Western Courier, plus the transfer and gift of D1048 Western Lady in October 2023. This was followed by a talk by Martyn Williams who was an Apprentice at Swindon Works who outlined how they managed to repaint D1062 Western Courier and D818 Glory around the Swindon turntable. A slide show presentation followed by Bernard Mills renowned for his professional photographs of all things Western, including his dry humour, especially when comparing the railway operations that take place today! Finally, an excellent BTC film show was presented by Keith Bullock, who normally undertakes preservation work for the DTG and who will be providing another film show for us to enjoy this afternoon. The day was completed with a meal and drinks at Harpers Steak House in the old Weighbridge building, where around 50 people enjoyed and finished off a super evening!

Following on from our 50th Anniversary celebrations at Swindon, many of our Working Members were cracking on with winter work required for D1062, especially with the preparations for the pre-heater and dyno-starter replacement at "B" end, along with plenty of painting and bodywork too! Also, work continued on D1013 and both locomotives have had their heat exchanger hoses removed, ready for replacement.

Getting D1062 back into traffic this year was really against all the odds, with various setbacks and technical issues to be resolved with all aspects of the Winter programme work, whether it be re-fitting pipework, AVR, pre-heater, etc not to mention bodywork and paint-work problems, all of which had to be overcome.

As you are all aware, D1062 went on to achieve 98% reliability and clocked up some 1,600 miles and generated over £10k in revenue earning service – an achievement we can all be proud of, thanks to Darren and his team of Working Members!

I think it's true to say that with expenditure at £48.2k, the WLA spent more money than at any time since the overhaul of D1062's "B" end transmission unit, back in 2007 (financed by the HLF). Basically, an order was placed with CWE Ltd for 6 bogie pedestals brackets, (4 for D1013 and 2 spare) for £8.2k including bushes and pins, of which £6.5k has been financed from D1013's Bogie Appeal fund.

Shortly after this purchase, a further order was placed with WH Tildesley Ltd for 16 bogie spring hangers (8 for D1013 and 8 spare) for £20k, which included part-cost tooling of £4.7k.

Our thanks go to Graham Gant who did much of the work in drawing up the specifications and technical requirements for these purchases and of course, to all those who were kind enough to donate towards D1013's Bogie Appeal in the first place, which reached the best part of £30k! It goes without saying that had we not had the funds in the appeal, these purchases would have been difficult to make from our general fund and would literally have "wiped us out" from a financial point of view!

On the admin side, a huge amount of work was undertaken during the year. This included a brand new "How to leave a Legacy" download PDF document designed and produced, thanks to Colin Marsden. This is available from our website and has led several of our Members to leave extremely generous and valuable legacy commitments to the WLA, which I'm sure will be of ultimate benefit to our locomotives in future generations to come. We also produced a much-liked hand-out leaflet, featuring a full-frontal image of D1013 on the front cover! Again, our thanks to Colin for helping out with all the work.

Other work included the option to make donations by Stripe for those members who place or renew their memberships on-line. This was made possible by upgrading our membership plugin, together with some programming work by our site designer - Steve Ashdown. In addition, you now have the option to "gift" WLA membership to anyone you choose from the website. So maybe with Christmas approaching it might be a great gift for someone!

Talking about Membership, our numbers have increased quite considerably compared to last year – an increase from 411 to over 540 active members, an increase of over 130 or plus 30%! I guess a lot of the increase was attributable to "D1048 effect" ie the gift of D1048 Western Lady but nevertheless, a welcome increase, well on the way towards our target figure of 600! I should mention that we also managed to get some 270 members onto our online Membership Data Base, which as you can imagine was painstaking work, checking all the details, formatting addresses etc. Anyway, I'm pleased to say that we have just 30 or so, members on the manual system now, which is basically, anyone who doesn't have an email address attached to their Membership details.

To help celebrate our 50 years anniversary and to try and generate more interest from younger Members, we have decided to offer Junior Membership from now and until the end of next year at just £1! So if you know anyone under 18 who would like to join up for a £1, please point them to our website...!

Other admin work included an updated Business Plan for 2024 to 2026 being produced, which is now available for anyone interested to see on our web site, or we have some copies here, if anyone would like to have a read or take one away with you.

The plan gives a useful description of what the WLA is all about, how it operates, whilst outlining its aims and objectives for three years ahead. At the time of updating our plan, from 2024, it followed another record year in 2023, and so it was thought that we would be hard-pressed to achieve similar results for this year. Sometimes, it's good to be proved wrong and so, as Mike will confirm, our income actually went up to £87.3k, an increase of £6.6k or plus 8.2% making it yet another record-breaking year! The Business Plan allowed for an income of £60.5k and so this was beaten by £26.8k or by 44.3%; not only that, we were expecting to just about to break even and yet we produced a net income of £38.1k, some increase of 3,810% which is a great achievement by any standards by any business, especially for one run by a handful of Volunteers!

Having mentioned the Business Plan, the Management Committee agreed to recruit a new position covering Fundraising, subject to official approval at this AGM. In this respect, I'm very pleased to say that the position of Fundraising Officer was been filled by Mike Tromans. Many of you will know that Mike was helping out with D1048 prior to transferring to the SVR and then, more recently, did much of the painting work on D1062. During the year,

Mike set up a Crowd Funding account and is coming up with new ideas to help generate income. As we are all aware, fundraising plays such a key part in railway preservation and I'm sure Mike will appreciate your support. Moving on to one of biggest highlights of the year was the bogie lift at "B" end of D1013, something that was being planned for several years now. We all knew that D1013 hadn't been lifted since BR days but exactly when was unknown. That date may now be apparent as once the locomotive was lifted and the bogie rolled out, was noted that the Intermediate Gear Box had a date of 11/74 on it – so that's exactly 50 years ago to this month! The good news is that work is proceeding apace at stripping the bogie, whilst underneath the locomotive was cleaned up and painted, having removed 50 years of crud! D1013 is now on an accommodation bogie, thanks to the DTG loaning us their spare bogie.

Needless to say, there's a huge amount of work ahead of us, not only with the bogie overhaul (we have A end as well to do don't forget!) but we have B end engine to finish off, install and connect up, plus new batteries, wiring, pipework, plus the removal and checking of the pre-heaters. All this with the ongoing maintenance of D1062 and some initial preservation work on D1048.

Whilst mentioning D1048, with so much going on during the year, it simply hasn't been possible to carry out the engineering assessment, but you can be assured that it is still on our list of jobs to do! I am pleased to say that both the Board and Committee have agreed to set up a "preservation fund" for D1048 along with its very own web site for a "preservation appeal", which will appear next year. This will be along similar lines to D1013's bogie appeal web site, with the initial task of raising £15k towards the bodywork. Whilst it's unknown to what extent the locomotive could be made to work again, we have an undertaking to at least preserve the locomotive for future generations to enjoy. And this means sorting out the bodywork, making the locomotive as waterproof as possible and bring it up to the same standard, appearance wise as D1013 and D1062. A great start has been made by allocating £5k towards the appeal (thanks to another astonishing donation of £10k to the WLA!) and whilst this is positive news for D1048, the priority will remain to finish off the overhaul for D1013 and maintaining D1062 in traffic.

For those of you who attended our running days or the Diesel Gala events, I think we can be proud of the way D1062 performed and sounded – even locomotive celebrity Francis Bourgeois said that out of all the locomotives at the last gala, (and let's face it there was a predominance of diesel electric traction) - D1062 provided one of the best trips of all – praise indeed!

Just to summarise then, the WLA in 2024 has:

- Celebrated 50 years of the WLA
- Seen D1062 perform with 98% availability record
- Seen D1013 lifted for the first time in 50 years
- Seen our income increase a further 8.2% on last year
- Seen our membership grow by a further 30% to over 540 members

And, as usual all this with just a handful of dedicated volunteers.

With your support, this has certainly been another year of achievement. And then having just had a record year for income within our 50<sup>th</sup> year, with a record number of Members, this is certainly a year for celebration.

Maybe, one day, Graham Howells will be proved right - that if we continue the good work, we really will become a world-renowned organisation and inspire the preservation world...!

Thank you!

Rogers Chairs update was met with a resounding applause.

#### **4. Officer Reports.**

##### **a) Paul Finch as Publicity Officer and Vice Chairman**

Following a very successful year in 2023 from a PR perspective, we started all over again in 2024.

The initial push in 2024 was focussed on the following:

- The Winter Maintenance on D1062 and the "Team Effort" to return the locomotive to traffic.

- An increase in activity on D1013 and some significant planned expenditure as we approach the home straight and a hopeful engine re-start in 2024 (alas not to be the case) and a hopeful return to traffic in 2025.
- D1048 – The future for The Lady.

And as the end of the year now approaches, from a PR perspective we are still keeping extremely busy, as it has been a busy summer / operating season with lots of running days to report, locomotive availability across the season at 98% **and** culminating with the lifting of D1013 at the very end of August / start of September and the commencement of the first bogie overhaul.

The year of course kicked off with ....

### **The WLA's 50<sup>th</sup> Anniversary**



We started the year in grand style with our 50<sup>th</sup> Anniversary Celebrations at The STEAM in Swindon, followed by a fantastic dinner at The Weighbridge.

The event was heavily promoted and resulted in well over a 100 WLA Members and diesel hydraulic supporters gathering at STEAM for an afternoon of presentations, and then nearly 50 people attending the evening dinner – a great success all around.

### **Railway Press Coverage**

Coverage in the railway press has continued apace – as we have continued to send the railway magazine editors every month a copy of our e-Newsletter so that they can pick and choose any items that are of interest to them and include us in their publications.

This has been supplemented with Press Releases following any significant WLA events – such as the 50<sup>th</sup> Anniversary celebrations and the first lifting of D1013 in over 50 years.

Just to note, all magazine editors were also invited to our 50<sup>th</sup> Anniversary Celebration but unfortunately none were able to attend ☹️

At the last AGM, it was shared how over the previous 12 months we had over 30 individual pieces of coverage over the year or 2½ pieces a month / 7½ pieces a quarter!

A summary of coverage over the past 12 months:

- **RAIL EXPRESS** in December published a small article – “Western to remain BLUE for the time being” in which it explained the reasons for D1013 remaining blue in the short term and until the current major overhaul is completed.
- **RAILWAYS ILLUSTRATED** in January provided an update on the winter maintenance being carried out on D1062 – specifically the Dyno Starter replacement at “B” end.
- **RAIL EXPRESS** in January featured and promoted our up and coming 50<sup>th</sup> Anniversary Celebrations, calling out at the same time our 25% increase in membership numbers which are now above 400 – **600 here we come!**

In the same article, the return to service of D1013 after 15 years was anticipated, along with the fact that D1013 will remain in blue livery in the short term, with a livery review potentially being carried out before the return to service.

- In their January publication, **THE RAILWAY MAGAZINE** kept us in the headlines with “Western Groups make progress” – which focussed on our 50<sup>th</sup> Anniversary following the Associations formation in 1974, and the arrival of “Lady.”

However, our focus on keeping D1062 operational and D1013's return was emphasised before any significant focus would switch to Lady other than necessary preventative maintenance work and any cosmetic work required to keep Lady as a display locomotive at Galas.

- We published an advertisement in **RAILWAYS ILLUSTRATED** in February, ahead of our 50<sup>th</sup> Celebrations to try and attract some additional attendees.
- Further coverage in **TODAY'S RAILWAYS** in February featured all 4 Severn Valley Railway Westerns with a superb picture by Tom McAtee - showing D1015, D1048, D1062 and D1013 lined up outside the Carriage Shed at Kidderminster under the spotlights at the Autumn Hydraulic Diesel Gala – The Magnificent Severn on 6<sup>th</sup> October.
- Finally, **RAILWAYS ILLUSTRATED** again gave us great coverage in March with progress updates on both D1013 and D1062 lifted straight out of the e-Newsletters.

That's SEVEN significant articles published in the first 3 months of the year.

At the last AGM, we shared how over the previous 12 months we had over 30 individual pieces of coverage over the year or 2½ pieces a month / 7½ a quarter!

So, we are in track 😊

The momentum continued into the 2<sup>nd</sup> quarter....

#### **March**

- “Western Ranger to remain in BR Blue” in Heritage News section of **The Railway Magazine**

#### **April**

- “Western Locomotive Association celebrates its golden anniversary” in **Railways Illustrated**.
- A D1048 Western Lady Progress Update in **Railways Illustrated**
- WLA order more than £20,000 of parts for D1013..... in **Trackside**

#### **May**

- D1013 and D1062 Progress Update in **Railways Illustrated**

#### **June**

- Success! D1015 returns to main line passenger action – with references to the WLA having the only other operation Class 52... in **Railways Illustrated**
- D1062 Progress Update in **Railways Illustrated**

So again 7 articles / features / write ups in the period! – keeping us very much in the public eye.

#### **July**

- Western Courier featured in two pictures in **Heritage Railway's** coverage of SVR's Mixed Traction Event in June – in fact was the only diesel featured and the scores were Western Courier 2 – Steam 1!
- Our Crowd Funding initiative to raise £10,000 was highlighted in **Trackside**.
- We were also featured in **Heritage Railways** in their article regarding the lifting of D1010, a great shot of Courier crossing Oldbury Viaduct, promoting the SVRS 1940's weekend in which we featured.

#### **August**

- **The Railway Magazine** published a full-page picture of Courier, again crossing Oldbury Viaduct, as the intro to their Track Record Report.
- **Heritage Railways** again featured Courier as part of their coverage of the Kidderminster 40<sup>th</sup> Anniversary celebrations.

#### **September**

- A **Press Release** was produced in September following the lifting of D1013 for the first time in 50 years and widely distributed.

- Surprisingly, the best coverage following this Press Release was in Rail who gave us a ¼ page coverage and a picture of D1013 in the air.



## News in pictures



- Further coverage was seen in **Railways Illustrated** who really have studied the Press Release and the information contained in the e-Newsletters, with an article "**WLA D1013 Lifted**" but alas no photographic coverage. Also, significant general news updates were covered.
- **HOT OFF THE PRESS** – in the latest **Trackside** Magazine – the lifting of D1013 is featured.

The best quarter so far with 8 articles published.

So that is 22 pieces of significant coverage this year to date – we are on track!

The FINAL Scores:

Rail Express	2
Railways Illustrated	9
The Railway Magazine	3
Today's Railways	1
Heritage Railways	3
Trackside	3
Rail	1
TOTAL	22

#### **Whizzo Woods**

We started the year with 289 trees and ended the year with 405 trees, a 40% increase over the year, totalling 116 trees.

#### **D1013 Bogie Overhaul Appeal**

Significant donations were received during the Spring Diesel Gala to the appeal, following the large expenditure during the spring, so the "pot" remains healthy.

#### **Pop Up Banners.**

A new Pop-Up Banner has been produced to promote and bring attention to the WLA in general – in line with the recent WLA Flyer also printed.

A new Pop-Up Banner has also been produced to promote Whizzo Woods and to continue to bring attention to the WLA in general.

A Pop-Up Banner to keep D1048 very much in the public eye will follow next.

Both latest banners were on display at The Autumn Diesel Bash.





### **e-Newsletters**

The monthly e-Newsletters continue to be well received and contributions from Working Members and WLA Members continue to be provided – but we always want more so please keep them coming and thank you for allowing me to keep the e-Newsletter interesting and informative.

Started this month – “The 12 Memories” feature.

### **The Western Locomotive Association ON TOUR (Finch, Bamber and Kite Productions)**

The “Team” have been out and about with our Presentation – **“The HIGHS and LOWS of Preserving, Maintaining and Operating TWO THREE Western Class 52 Diesel Locomotives.”**

Presentations over the past year have taken place in Cheltenham, Plymouth, Bristol, Bath and Cirencester.

The next event – Thursday 21<sup>st</sup> November at RCTS Cheltenham, this time deviating from our normal presentation – **“The HIGHS and LOWS of Preserving, Maintaining and Operating TWO THREE Western Class 52 Diesel Locomotives.”**

This time we will be going back to Henry’s Presentations and going with **“Preservation Western Style – The Story of the iconic Class 52 Western Diesel Hydraulic Locomotives and the efforts of the WLA in keeping the legend alive.”**

The following booking is then not until 2025 and to the Didcot GWRS – so if you know of any societies that might want us to present, please spread the word.

We do go further afield so if you have any contacts at railway societies, let them know, we are happy to go and present to them.

Paul’s Publicity Officer update received a resounding round of applause.

Member Phil Hiscock provided feedback that the e-Newsletters are really well produced and thanked Paul.

### **b) Darren Shelmerdine as Engineering Project Coordinator.**

Darren to provide full electronic report after the meeting. Darren provided a verbal update on challenges with D1062 this running season including reoccurring pre-heater failures. It was always the plan and imperative that we lifted D1013 off its bogies which has been achieved. Focus over the winter will be continuing the bogie work on D1013. Every day is a school day in railway engineering and we’re still learning whilst carrying out maintenance, even with very experienced Working Members. The assessment on D1048 is not complete and still a lot to do, but some testing has been done on electrics. We’ll be able to provide a more thorough report on D1048 in the next year and two. Thank you to Working Members and Members for your support to the WLA.

Darren's Engineering update received a resounding round of applause.

**c) Robin Jones as Maintenance and Standards Engineer.**

The brake system proportionality now appears to have settled after further adjustments were made to the M8 pilot valves. Basically, the loco brake cylinder pressure in the early stages of braking was exerting in excess of the required 30% of brake force which was causing the coaches to 'bunch-up' against the loco buffers.

An 'A' exam was carried out on 10th August which required attention to both engine pre-heaters. 'A' end pre-heater has subsequently been changed but another overhauled heater is planned to be fitted during the winter maintenance period. However, the temporary heater will require further adjustments if 1062 is to run in December.

New brake blocks have been fitted to the intermediate wheelsets on both bogies with the aim of ensuring that all of the blocks are now at a similar thickness and the brake stretcher bars are aligned correctly.

During the diesel gala, the main air reservoir pressure failed to regulate due to a sticking compressor governor. After manually 'toggling' the governor electrical contacts, 1062 was able to complete its diagram but is now out of service pending rectification.

1062 is due a B4 exam before it enters service after the winter maintenance layover.

**d) Paul Tucker as Membership Secretary.**

Our membership continues to increase, and now stands at 533, another huge increase from last year, mainly due to the excellent work of our publicity team, and a great Gala.

The membership total is made up of:

289 Adult  
184 Senior  
27 Family  
5 Junior  
28 Life members.

Roger Smith has done a lot of work to get all members with an email address onto the online database, which now covers around 95% of the total membership.

Peter Bamber is working on a better-quality membership card which will not require replacing every year.

The online system has continued to work very well, and has made it considerably easier to join the Association. It has also proved to be secure against hackers.

I look forward to continued growth in the membership.

Member Sally Sheldon fielded an idea as to whether we could add Whizzo Woods to the Membership page as an option to sign up when prospective Members are joining.

**e) Peter Bamber as Sales Officer.**

After our record performance in 2023 the challenge for this year was "beat that!" Well, the WLA 50<sup>th</sup> event at Swindon was a bit like a mini-Gala and gave us a great start to the year with total receipts of nearly £1,700.

The SVR Spring Diesel Gala was a great success and we took more than £6,000 over the four days – another new record. Interestingly, we had lots of interest from younger enthusiasts who I suspect had come to the Gala primarily for the modern traction but were swayed by the Maybach Music.

We didn't attend any events away from the SVR this year mainly because the fees charged for having a stand at these events have recently increased substantially. For example, the cost of a stand at the Swanage Railway Diesel Gala would have exceeded our revenue from expected sales. We enquired about attending the K&WVR event only to be rebuffed as it was restricted to home-based groups. Once we start sending Courier to other railways' events again, we intend to include WLA having a Sales Stand at no charge in the loco hire contract as other groups do.

After the Blue Heaven Autumn 2023 Gala it seemed relatively quiet at the Autumn 2024 event but nonetheless performance was excellent with total receipts of over £8,000. As usual, members of the Sales Team hosted many of the TMD tours during the Gala which gave us an opportunity to show off as well as spread the hydraulic gospel. We also receive a share of the revenue which is welcome.

Our appeals for your unwanted books, publications and memorabilia have been really well supported this year and made a substantial contribution to a successful year. We practically sold out at the Autumn Gala, so please keep them coming, particularly models and early editions of Courier magazine and anything to do with hydraulics generally.

WLA Sales is very much a team effort and we were lucky to recruit several new members to the team this year and all of them seemed to enjoy it. We would welcome more new members, if you fancy trying it just get in touch. Just to show you we're quite normal really would the team please stand up 😊

We have an eclectic selection of merchandise on sale today so please give us your support. WLA engineers have a remarkable ability to spend all the money we make. The WLA 50<sup>th</sup> book "A Journey in Preservation" is now available to order and will be published on 9<sup>th</sup> December. A special vote of thanks to Julian Ogle who has done such a fantastic job as author.

So, we did meet our challenge to best 2023 and I'm sure you can guess what our aim is to do in 2025. Thanks for your support at the Gala and other events and also for keeping the online store busy.

Lyn Jones updated all those in attendance that Adrew Disen from Platform 5 should be thanked by the WLA for his effort.

**f) Mike Targett as Treasurer**

I am please to report another financially successful year for the WLA. In the accounting year to 30 September 2024 we have recorded a profit or "surplus of income over expenses" of £39,174.

Before I detail our annual accounts, a few headlines to mention.

In the past 12 months we have had a rather high amount of locomotive expenditure. A good portion of this being items for D1013's bogie overall. I believe it is worth pointing out that despite many items being purchased, totalling £23,679, that these items have been recorded as stock in our financial statements as these parts have yet to be fitted to D1013 as of 30.09.24. This accounting treatment has helped us to record a profit this year. As D1013's bogie overhaul progresses these items will be transferred from stock and expended as locomotive restoration and maintenance. Next years profit figure therefore maybe considerably less than in recent years.

Keeping with D1013's bogie project I would like to acknowledge that we received a very generous US\$10,000 during the year. This together with further donations and the fact that material parts for the project have yet to be expended means that at 30.09.24 D1013's bogie appeal funds stands at a very healthy £34,387.

Sticking with the theme of restricted donations, I am sure that you are all aware that during the most recent Autumn gala D1048 was made available for cab visits. These cab visits were officially free but the opportunity was not missed to rattle a conveniently placed donation tin. £268 was raised. Following this a number of working members made a request to the directors for these funds to ring-fenced to help preserve D1048. The board initially accepted the proposal and this was further voted in favour by the WLA committee. Following this a further member who very generously £10,000 in September subsequently requested that £5,000 of this £10,000 donation be allocated to the newly created restricted fund for D1048's preservation. As a result we now have 2 ring-fenced pots of restricted funds; D1013's Bogie Appeal and D1048's Preservation Fund. D1048's Preservation Fund currently stands at £5,268.

As mentioned above we have received two very generous individual donations of US\$10,000 and £10,000 of which I know the WLA are very grateful and I'd like to take this opportunity to again thank those concerned for parting with such large sums.

Large donations do not stop there however. During the year we have received a third significant donation although this under not so happy circumstances. Some of you may be aware that during the last 12 months Project 22 decided to call it a day. In the past the WLA have assisted this group with the supply of technical information and upon the company being dissolved decided that they would like to acknowledge our assistance by making us one of the benefactors. A donation of £5,795 was received by Project 22. We are very sorry to hear that this project has come to an end, especially as I for one never saw a class 22, but may I again take this opportunity to officially recognise your contribution. Thank you.

During the year the board decided, in an effort for our accounts to show a more true and fair view of our financial position, to revalue our locomotives. D1013 and D1062 have subsequently been revalued at £250,000 each. D1048 in

the meantime remains in stock however, as per our articles. In due course, once our articles have been amended, we hope to transfer D1048 to fixed assets, along side D1013 and D1062 where we have a revalued figure in mind of £100,000.

So having concluded the headlines, I can confirm I have drafted the WLA's annual accounts for the accounting year ended 30.09.24 of which I shall now report.

Total income £87,350, made up of, in descending order  
Merchandise sales & raffle receipts £31,139  
Unrestricted donations £19,136  
Operating income £10,885  
Membership £8,925  
Restricted donations D1013's bogie appeal £8,351  
Restricted donation D1048's preservation fund £5,000  
Bank interest received £2,184  
50th anniversary event tickets £1,430  
Carbon offsetting donations £300  
Total expenditure £48,176, made up of, in descending order  
Locomotive restoration & maintenance £22,560  
Merchandise purchases & raffle expenses £11,379  
Magazine & website £4,605  
Accountancy £2,958  
Tools & equipment £2,137  
Depreciation £1,012  
Bank charges £533  
Carbon offsetting costs £414  
Insurance £304  
Sundry (multiple small items added together) £2,274  
These figures, as mentioned above, produces a profit, or surplus of income over expenditure of £39,174.

On to the balance sheet.  
Fixed assets (following revaluation) £520,113  
Stock £132,545  
Debtors £22,159  
Cash in the bank £165,608  
Creditors £17,699  
...giving the WLA equity of £822,726

This is funded by:  
Unrestricted reserve £305,298  
Restricted reserve £39,387  
Revaluation reserve £478,041  
In summary another strong financial year for the WLA and I look forward to managing such funds, with the assistance of the board and committee, to best secure the future of our 3 locos.

Thank you

**g) Ian Clayton as Secretary.**

My main focus as Secretary has been progressing the changes to our Articles of Association and Objects with Jonathan Sandiford our Legal Officer. As mentioned previously this will now be put to the Membership vote for the 2025 AGM. I continue to keep on top of administration activities for the Association and I would not like to estimate the amount of time taken by Management Officers behind the scenes in the running of the WLA. I would like to put on record my thanks to all Management Committee Officers for attending meetings and submitting Officer Reports on time. This helps me making sure we run the Association well and as per our Articles of Association.

**h) Jon Aston as Charity Officer.**

Please accept my sincere apologies for being unable to attend the AGM. I hope that it goes well. I would also like to congratulate the board, committee and working members for their work over the last 12 months. I have been able to visit the railway a couple of times and have again thoroughly enjoyed the experience of riding behind 1062 and have watched on in admiration the work in preparing 1013 to return to service in the near future. Also thank you to all the members who renewed or joined the association during the last year and to everyone who has made donations or purchases from us.

My contribution to the WLA and the committee has been somewhat less than I hoped it would be over the last year. Significant bereavements have taken their toll emotionally and my ongoing health issues have made my attendance at meetings and travelling to visit the railway very difficult.

In better news and with much help from board members and my predecessor. I have finally been recognised as a responsible officer with the charities commission and at long last been accepted as the WLA contact with the HMRC for the submission of gift aid claims. Once accepted by the Charities Commission as the association representative I was able to access their website portal and submit the annual directors report. I have submitted gift aid claims for 2022 and 2023 and been in correspondence with HMRC to clarify questions they had about the submission. We should see our gift aid claim for my first submission paid out soon. I have prepared information for the 2023/24 year for submission and am currently getting support and guidance from a contact at HMCR about the format for submission and getting the claim for larger donations correct.

As my health hopefully improves along with my competence in compiling and submitting information to HMRC the role will become easier. It is my dream that one day I will be able to get to Kidderminster regularly and be able to support the association in a more hands on way.

**i) Mark Perry as Editor.**

Firstly, my apologies for not being at the AGM as I am visiting family abroad. Once again a big thank you to everyone who has provided material for the magazine. Also, many thanks to Colin Marsden in his help in preparing the magazine for the printers. His work has really helped with the quality of the magazine.

Print volume increased to 575 for both 2024 issues, thanks to the increase in membership we have seen since the gifting of D1048. With this Lithaprint have reduced the costs for printing to £1.60 Lithaprint have managed to maintain the costs for printing at £1.99 per magazine. The printers did make an error by using the wrong paper for the Spring magazine which increased the weight, resulting in post costs for this issue being £2.10 a proportion of this extra cost was covered by the large quantity of stamps we had been given by a member. The issue was resolved for the Autumn issue and postage cost was back to £0.85.

As has been the case over the last few years the magazines in 2025 will be sent out just before the SVR Spring and Autumn Diesel Galas.

The Western Courier special edition 'Memories of the Westerns from the Workshop Floor' with the Mike Woodhouse stories was published earlier in the year and has sold very well and to date has raised over £800 towards the D1013 bogie appeal. Mike has recently sent across some more of his memories, hence volume 2 is on the cards.

The magazine can only be as good as the contributions that the members provide so, please keep anything that you would like to see published coming to me. As usual there will be a draw at the end of the year for all who provide material for a cab ride.

I hope that the membership continues to be happy with the magazine and will give me the privilege of carrying on as Editor for another year.

**j) Lyn Jones as Working Members Officer.**

No new matters arising and no report submitted.

**k) Jonathan Sandiford as Legal Officer.**

No new matters arising other than those stated above regarding the Articles of Association and no report submitted.

**l) Marty Kent as Ordinary Members Rep**

Keep my ears tuned to how things are for Members. Lots of work goes on behind the scenes and we all are volunteers and have lives away from the WLA. Support from all you that makes it worthwhile.

**m) Mike Tromans (Co-Opt Officer elected by Committee earlier in 2024)**

As an active working member of the association, I have first-hand knowledge of what an undertaking it is to keep our beloved class 52s in a well-cared for and operational condition, and the incredible implication that raising much needed funds has in enabling this to continue and go from strength to strength.

We have an experienced, dedicated and hard-working team and committee, and as part of this I see the clear importance of utilising the combined knowledge and skill base of all members, working in partnership for advice and support at all times. We all have the same aim!

With a love of class 52s going back to the age of 6 in 1971, working at Hampton Loade with my father Brian from 1972 up to around 1990, I developed a love of railways and was an excited witness to their arrival in 1979, present at all the Western Weekends and other workings. I was fortunate to see about the half the class due to family holidays in the west country and regular trips to BNS to see arrivals from Paddington, also an SVR charter to Swindon in October 1978 to witness the sad sight of so many in the con yard.

After a visit to The Midland Railway centre in 1998 to see D1048 I decided to track down the owners, Pete and Marc to offer my assistance with her preservation, they were most welcoming and my journey with Lady began. It was a 130-mile round trip for me from Solihull each time I travelled up there, and this continued on a regular basis right up until last year when she arrived at Kidderminster. I had joined the WLA in November 2022 to become a working member and applied for this committee post in April of this year.

Why so late joining the WLA, you may ask? Well as a 13-year-old when they arrived, I was apprehensive to join such an established group of (older chaps,) so when I saw 48 in such a state at Swanwick after her period at Crewe I was determined to help her.

So, onto my fund-raising role so far;

Please see below an overview of progress so far with next steps planned.

Raising further funding certainly has its challenges, with many generous donations coming throughout the year from members and visitors, how much more can you reasonably expect from individuals?

There are a number of avenues to be explored with some initial ones mentioned below.

I would welcome further ideas to explore from anyone, so please feel free to contact me at

[miketromans@yahoo.com](mailto:miketromans@yahoo.com)

A further list of my ideas can be seen on my application for this position that I will be happy to forward on if requested.

**1. Crowd Funding.**

WLA crowd funding account, £1029 raised so far with ongoing monthly pledges coming from 21 supporters, I have spoken with Mike Targett to discuss claiming the gift aid proportion of this that currently stands at £212 est. and when will funds become transferrable to our main account.

Next steps;

- Decide target amount before funds are accessed.
  - How to reach out to more people to donate a regular monthly amount, the potential money to be raised could be dramatic
  - Join the £4 per month club with a mention in the magazine and on the website with a thank you gift (to be discussed)
  - Individual fund raising through Crowd Funding.
  - How far do we go with this and should we focus on funding specific projects as opposed to general donations. (See **3.** Below)
- 2. Sponsorship.**
- I have spoken with Darren about a list of companies we currently use for supplies and services and potential others beyond this, I will be contacting these about sponsorship shortly. Next steps;
- Contact to gauge level of interest with proposal.
  - Discuss with committee how we would sponsor. (website, magazine, correspondence, stationary etc?)
- 3. Projects.** Costings out for various up and coming essential maintenance and repair projects once assessments have been carried out. It is important that those who contribute see where their money is going and not just becoming part of a bank balance. Knowing that they have played a part in the future operation of our locomotives. Next Steps;
- Notify members of first project, this might be the welding of D1013's cooler group, as an example.
  - Reporting back to members when projects have been completed with thankyou mentions of donators who helped make it happen.
  - Getting expertise outside of the association from those with a specific skill set who might be willing to carry out specialist tasks either as a donation or at reduced cost and offering sponsorship for companies or individuals that do such work. The importance of utilising the combined knowledge and skill base of all members, for advice and support at all times.
- 4. Further social media coverage of WLA and our work.**
- Setting up an X account and TIK TOK page to develop clear lines of communication to build and maintain positive relationships, most importantly catch the attention of younger potential members and wider public interest. Thought of maybe a younger member overseeing TIK TOK, posting videos of work and other WLA activities e.g. sales, train journeys, general banter and life as a working member etc. etc. Next steps;

- Look at logistics of set up
- Investigate other potential outlets, YouTube channel???? I've noticed one was started a while back by Lyn, maybe we can look at this.

**5. WLA lottery.**

This was discussed at the sales meeting in August.

Have a bi-annual prize lottery open to all WLA members

£25 entry suggested. 50% of entry money total going to 3 winners, with the rest into our funds.

1<sup>st</sup> prize, 2<sup>nd</sup> prize, 3<sup>rd</sup> prize

First Lottery to be held over the winter with entrants' membership numbers going into the hat.

**6. Consideration for activities during the non-running season.**

These are to be discussed further to see what is possible.

**5. Election of Officers**

The following individuals were elected by a show-of-hands vote at the AGM and Members Postal Proxy Vote (represented by the incoming Chairman) to their respective posts by those present at the meeting (46 voting Members were present at the AGM and 38 Proxy Votes received, with 24 via email and 14 via post).

**Committee Members** – all re-elected with Mike Tromans voted on as new Fundraising Officer.

Chairman – Roger Smith

Vice-Chairman – Paul Finch

Treasurer – Mike Targett

Company Secretary - Ian Clayton

Membership Secretary - Paul Tucker

Maintenance and Standards Engineer - Robin Jones

Engineering Project Coordinator – Darren Shelmerdine

Publicity Officer – Paul Finch

Sales Officer – Peter Bamber

Editor – Mark Perry

Legal Officer – Jonathan Sandiford

Charity Officer – Jon Aston

Working Members Officer - Lynda Jones

Ordinary Members Officer – Marty Kent

Fundraising Officer – Mike Tromans

**6. Any other business including 2025 events.**

We may go to a static display event at Derby in August 2025, particularly as other locos are going from the railway. We'll just need to have the correct and up-to-date paperwork, particularly for the bogie work we did a few years ago. Darren Shelmerdine updated all those present that it takes about 6 weeks work to get the loco to another railway, including the running and safe return. We have to be very careful as we have a lot of work to continue with keeping D1062 operational, complete D1013s overhaul, and progress D1048s assessment. We review as Working Members and Committee each request to visit a railway. Working Member Steve Cooper asked about the condition of the transmission for mainline tow but Darren Shelmerdine updated that some work is planned to mitigate any issues.

Working Member Mark Smith asked about plans for the desks for D1013 as they are still with a previous Working Member. Roger Smith updated that we will need to collect them back in due course.

**7. Dates of 2025 Meetings and AGM.**

Committee Meeting 8<sup>th</sup> February 2024 (KRM – TBC)

Committee Meeting 12<sup>th</sup> July 2025 (KRM - TBC)

Committee Meeting 11<sup>th</sup> October 2025 (KRM - TBC)

AGM 15<sup>th</sup> November 2025 (KRM – TBC)

It is our intention to keep ahead of ourselves regarding meetings and have up to a year booked in advance.

Roger Smith thanked everyone for attending and their support and closed the meeting.

**[www.westernloco.com](http://www.westernloco.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  
Registered office: 5 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG The WLA is registered as a charity under number 1115058.