



Western Locomotive Association e-Newsletter – December 2024

Welcome

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

A great way to start this month's e-Newsletter is to share this fabulous picture, taken by Sally, of the early arrival of Winter at Kidderminster on Wednesday 20th November – and our three locomotives all stabled together and looking good in the snowy conditions and under the blue sky. More from a snowy Kidderminster are included later – so read on.



The main event to take place in November was of course the Western Locomotive Associations 50th Annual General Meeting which was held at the Railway Museum at Kidderminster on Saturday 2nd November, so this e-Newsletter really is the AGM Edition. Included in the e-Newsletter are the Officers Reports as presented at the AGM, so for those of you that were unable to join us on the day, and we did indeed have a great turnout with nearly 50 people in attendance, read on and you will be brought up to date with all of the reports from the AGM.

Seen below, on a picture taken from the back of the room, our Secretary - Mr Ian Clayton and Chairman – Mr Roger Smith, prepare to commence proceedings.



Roger Smith is seen here presenting his Chairman's Report to those gathered, summarising another great year for the WLA – with the original nameplate from Western Buccaneer on show.



This month, we have also updated our website and a new page has been added dedicated to D1048 Western Lady and the locomotives history - <https://westernlocomotives.com/d1048-western-lady-history/>

D1048 Western Lady - History



by Mike Tromans

Built

Built at Crewe and released to traffic on 15th December 1962

Liveries

1962: Maroon with half yellow warning panels

1966: First of the class to be painted blue with full yellow ends - 14th November 1966

1979: Painted BR green with half yellow ends, operating on the North Yorkshire Moors Railway

1997: Restoration work at the Midland Railway Centre

2008: Full repaint in blue with full yellow ends

2023: Repainted blue with full yellow ends, ready for static exhibition at Severn Valley Railway's Autumn Diesel Gala

Current livery: Blue with full yellow ends

Visit our website to learn more, and of course, this gives me the perfect opportunity to share x Chairman David Langley's picture of D1048 taken at the SVR's Autumn Gala.



Towards the end of the month, the WLA were out and about “on Tour” again, and this month presenting to a great crowd at the RCTS in Cheltenham.

As we had only recently presented to the RCTS with our normal presentation – “The HIGHS & LOWS of Preserving, Maintaining & Operating TWO / THREE Western Class 52 diesel hydraulic locomotives”, we changed our track and presented a slide deck that had been put together by our past Secretary and Treasurer – Henry Coates, entitled “Preservation Western Style - The story of the iconic Class 52 Western diesel hydraulics and the efforts of the Western Locomotive Association in keeping the legend alive.” This event is of course reported on later in this newsletter – but here is one of the slides included – taking us back to 1962 and a rare picture of D1048 (according to the buffer) in undercoat at Crewe, with colleague, and in keeping with the theme – in the snow.



And keep on reading – something very special may be ready to order.



And of course, and before I forget, can I wish each and every one of you a very happy Christmas and New Year.

In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair.
- WLA 50th Annual General Meeting, Saturday 2nd November 2024 - Officer Reports.
- That SVR Autumn Gala – some more “Member Memories”.
- 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

After a well-attended AGM on 2nd November, I don't think there's much else to add in "News from the Chair" this month, especially as my "few" words at the AGM are printed elsewhere in this e-Newsletter!

I do however think that as the year draws to an end, we can be proud of what we've achieved, not least the increasing Membership numbers, which in itself is an achievement!

I would like to mention that for anyone looking for gift ideas for this time of year, the links are now available to purchase:

- Julian Ogle's new book "A Journey in Preservation - 50 Years of the WLA"
- Your chance to order superb exact name and numberplate replicas for the Thousand of your choice
- & of course, the opportunity to purchase WLA Gift Membership

All available from our web site.

& with Junior Membership now available at just £1, you can't say that Xmas has to be expensive!

Lots to look forward to next year as D1013's progresses well with the bogie overhaul and engine rebuild, D1062 doing what it does best and some more preservation work being lined up for D1048.

All being well, we will continue to help keep the sight and sounds of a Western regularly running up and down the Valley, perhaps providing the newer members their chance for the first time, to relive the world that once existed a long time ago!

My thanks to all those who support us in any way and my very best wishes for Xmas and a Whizzo New Year!

See you on the Valley!

Roger Smith
Chairman



WLA 50th Annual General Meeting, Saturday 2nd November 2024 – Officer Reports.

As can be seen below, the crowds gathered on Saturday 2nd November at The Railway Museum in Kidderminster to support the Western Locomotive Association's 50th Annual General Meeting.

Officer's Reports are shared below.



Chairman's 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” i.e. 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 has 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 - 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 is 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
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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 50th 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...!

Treasurer's Report – Mike Targett

I am pleased to report another financially successful year for the WLA. In the accounting year to 30th 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 year's 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 donation 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 30th September 2024, 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, alongside 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
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...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.

Engineering Project Coordinator's Report – Darren Shelmerdine

Darren provided a verbal update on the challenges experienced 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 the very experienced Working Members continue to learn.

The assessment on D1048 is not complete and there is still a lot to do, but some testing has been done on the 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.

Maintenance and Standards Engineer's Report – Robin Jones

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 D1062 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 'togglng' the governor electrical contacts, D1062 was able to complete its diagram but is now out of service pending rectification.

D1062 is due a B4 exam before it enters service after the winter maintenance layover.

Membership Secretary's Report – Paul Tucker.

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 – this is to be investigated.

Sales Officer Report – Peter Bamber

After our record performance in 2023, the challenge for this year was “beat that!”

Well, the WLA 50th 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 also 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 50th book "A Journey in Preservation" is now available to order and will be published on 9th 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.

Editor's Report – Mark Perry

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, due to the increase in membership numbers since the gifting of D1048. 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 per magazine. A proportion of this extra cost was covered by the large quantity of stamps we had been donated by one of our members. The issue was resolved for the Autumn issue and postage cost was back to £0.85 per magazine.

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, so 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.

Publicity Officer's Report – Paul Finch

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.
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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 50th Anniversary



We started the year in grand style with our 50th 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 50th Anniversary celebrations and the first lifting of D1013 in over 50 years.

Just to note, all magazine editors were also invited to our 50th 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 50th 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 50th 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 50th 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 6th 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 2nd 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 40th 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.



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.

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 21st 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.

Fund Raising Officer’s Report – Mike Tromans

Dear members thank you for voting me onto the committee as Fund-Raising officer.

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

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.

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

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)

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?)

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 thank you mentions of donors 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.

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.

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.

1st prize, 2nd prize, 3rd prize

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

Consideration for activities during the non-running season.

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

Secretary's Report – Ian Clayton

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.

Charity Officer Reort – Jon Aston

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.

Working Members Officer – Lyn Jones

No new matters arising and no report submitted.

Legal Officer – Jonathan Sandiford

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

Ordinary Members Representative – Marty Kent

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.

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

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.

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.

Dates of 2025 Meetings and AGM.

- Committee Meeting 8th February 2024 (KRM – TBC)
- Committee Meeting 12th July 2025 (KRM - TBC)
- Committee Meeting 11th October 2025 (KRM - TBC)
- AGM 15th 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.

That SVR Autumn Gala – some more “Member Memories”

The following were received from former WLA Chairman David Langley

“It was great to see you and have a chat at a superb Diesel Gala. Very many thanks especially for taking Will and me along with Tony Willmore over to see the fantastic work being done on D1013 and for us to see the bogie at close quarters and Ranger airborne. Please also pass on our thanks to Darren and Graham for taking so much trouble to chat to us about what we were looking at and what the plans and hopes are. What the WLA does these days is beyond amazing and the greatest of admiration and thanks to the Working Members who do such a sterling job.

I took a few photos at the Gala that I was quite pleased with, so I share them here in case you wish to put any in the next Newsletter”

David started with this great shot of Champion in the dark...



Followed by some classic shots of Courier about to depart Kidderminster with the last service of the day to Bridgnorth.



Davis than turned to his more artistic side – there may ne a future him in photograph yet!



OK, I will allow this picture just on this one occasion – for all of you lovers of gardening!



And provided by Shaun Bradbury....

"I thought you might be interested in the attached nighttime photos for the next WLA Newsletter.

The first one was taken during the evening photoshoot at the TMD on 1st October just ahead of the Gala. Although D1062 wasn't part of the line ups for the photoshoot, it was stabled outside the TMD, and I happened to notice that the floodlights from the football ground were illuminating one side, so I thought I'd try a shot.

The other two were taken on the Saturday night of the gala, whilst I was waiting for D1062 to take me back to Bridgnorth. A standard three-quarter view of D1048 and another looking the other way with the GWR HST set in the platform.



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

Wednesday 30th October

Wednesday 30th October saw the first paint being applied to D1013's bogie which is bit by bit being revealed following the removal of 50 years of grease and grot, much of which was solidified like concrete. The plan is to paint small sections once they have been thoroughly cleaned and work will continue until the whole bogie frame is treated with red oxide.



Saturday 2nd November – The Western Locomotive Association’s 50th AGM

Already covered in this e-newsletter are the Officer’s reports from the AGM – now for a few more pictures!

The crowds start to gather in the great upstairs Museum Room that we use every year for our AGM....



The Bridgnorth Team eagerly await the proceedings.



The view from the back of the room as the start is awaited....

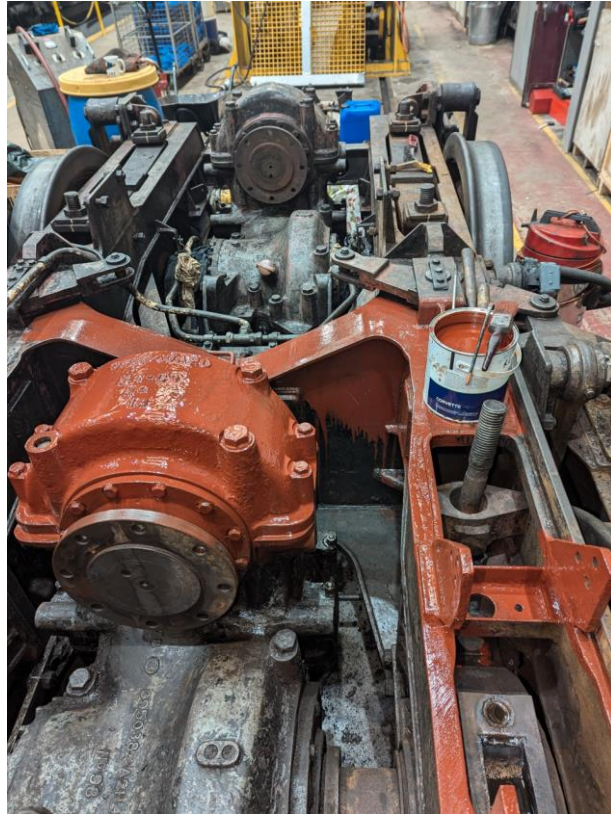


The view from the front – you can feel the anticipation!



Saturday 9th November

Back to real work – following the shunting of D1013 out of the TMD, it was all hands back to work – and the continued cleaning / and painting of the bogie.



A great team also gathered at Bridgnorth – not pictures of work in progress submitted but when asked to line up for the photo shoot – there were no complaints.



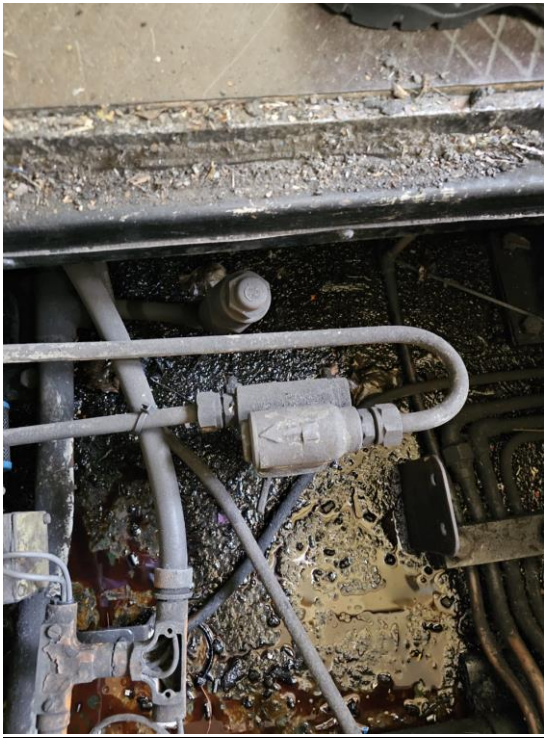


Tuesday 12th November

Tuesday 12th saw investigations taking place on Courier's "A" end preheater – pipework was removed, and a small fracture was discovered on one end of the Ermeto Olives. This is the likely cause of air getting into the system and causing the intermittent flame outs that we experienced.

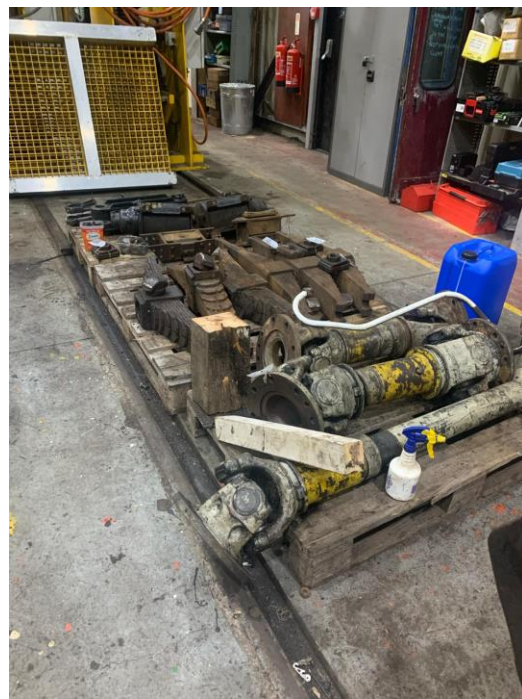


The next job was the removal of part of the floor in "A" end cab to gain access to the air system safety valve as it needed a service. Dirt had accumulated in this this area and so a good clean was in order.



Saturday 16th November

Another busy day, with ten working members present – two brake cylinders removed from the bogie, plus two springs also removed.



Also removed, the Intermediate Gear Box – this makes quite a sight, seen firstly before the move.



In the air....



Nearly in its resting place.... & safely stored.



New working member Julian also was busy and getting stuck in, or maybe even stuck!



And also a much needed “young” New team member – who apparently was a completely different colour at the end of the day to the start of the day 😊

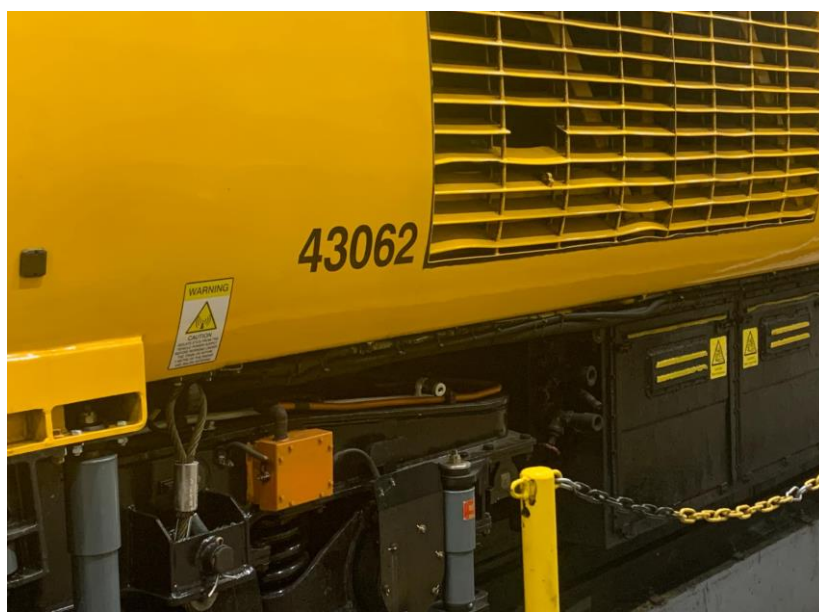




Spotted, or recorded inside the TMD were a number of HST power cars – why photograph these you may ask ?



Well, strange things often happen, but who would ever of thought that these two power cars would be together and in the TMD at Kidderminster – home to D1013 and D1062.



Meanwhile, cleaning continued on the bogie, and with the springs removed, access to new areas and more dirt and crud!



The big question – is this spring hanger good to go – and just in need of a good clean – or is it in need of replacement – all suggestions on a post card please.



And a Bridgnorth, work on the Injector Test Rig Panel – and after the fitting of a new timer and relay and a partial tidy up. A full rewire is planned.



Wednesday 20th November

Winter arrived in Kidderminster and was recorded by the Wednesday Team.



Thursday 21st November

Peter Bamber and myself attended the RCTS in Cheltenham and presented Preservation Western Style, and although joined by several other "nameless" members of the Sales and "PR" Team, not one of us remembered to take any pictures of the evening.

This presentation used to be given by Henry Coates and was very well received – and of course presented in Henry's memory.

Preservation Western style



This is the story of the iconic Class 52 Western diesel hydraulics and the efforts of the Western Locomotive Association in keeping the legend alive

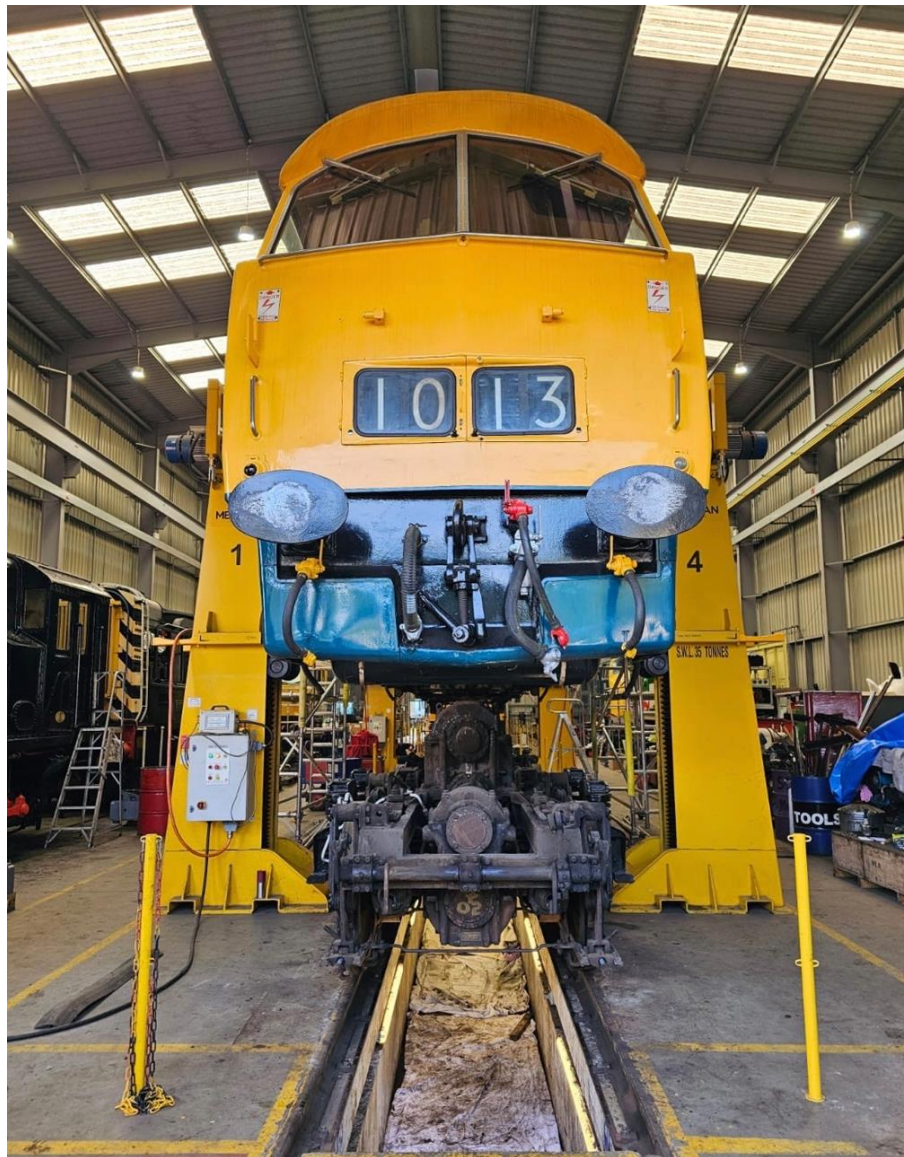


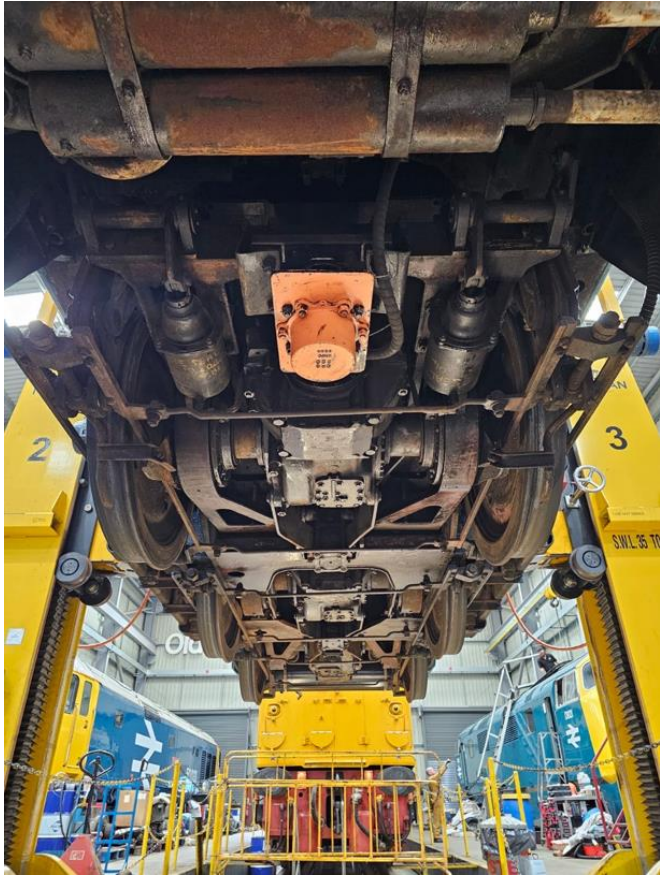
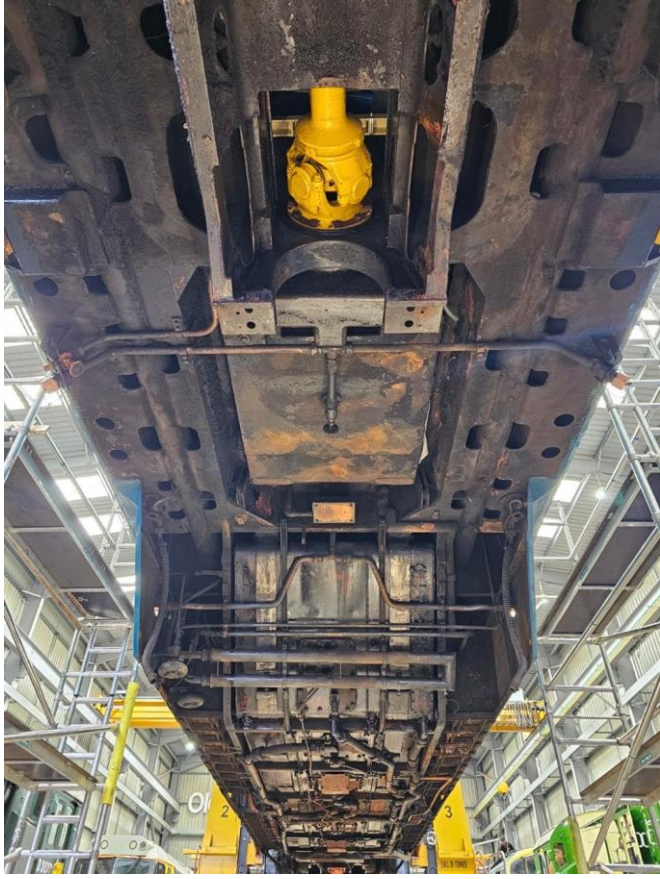
By "Henry Coates"

Presented by: Paul Finch Peter Bamber



We did end the presentation with an update on what we are doing at present – a shared these pictures of Ranger lifted for the first time in 50 years, and the two different photographs of underneath Ranger – they were extremely impressed with the work that we are doing and we hope to be invited back again next year for a third time in order to keep them up to date on progress.

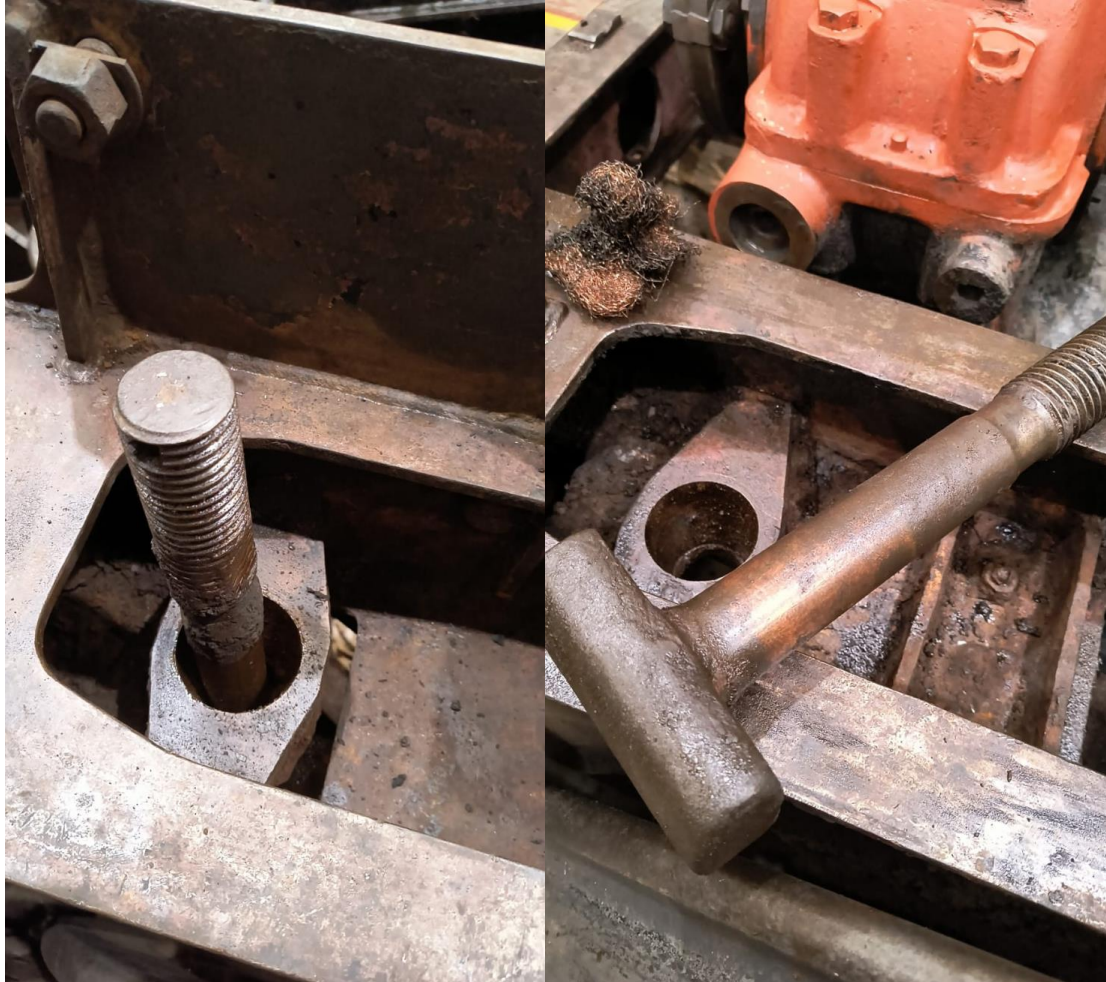




Saturday 23rd November

Yes – you may have guessed it – the instruction given to the Working Members – “please continue the cleaning and rust removal, particularly around the area of the spring hangers. Also clean all recently removed components.”

And the results say it all.

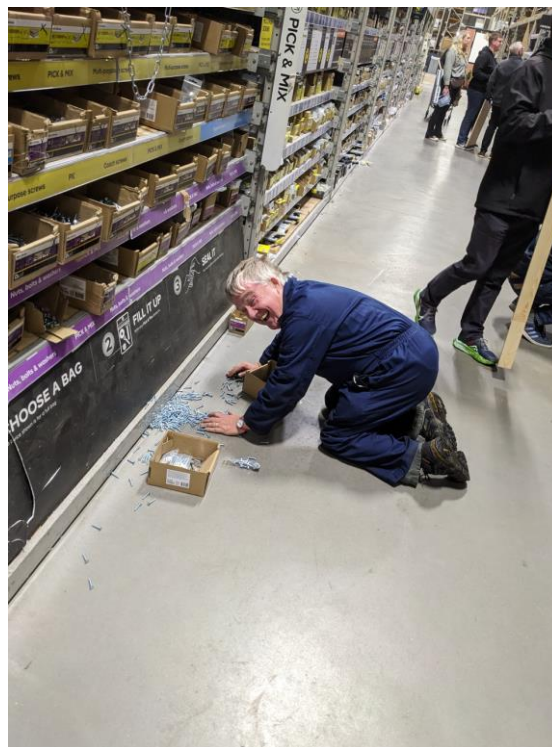


Out in yard, some tarpaulin securing was required – the snow now gone and the dreary weather and rain now set in.

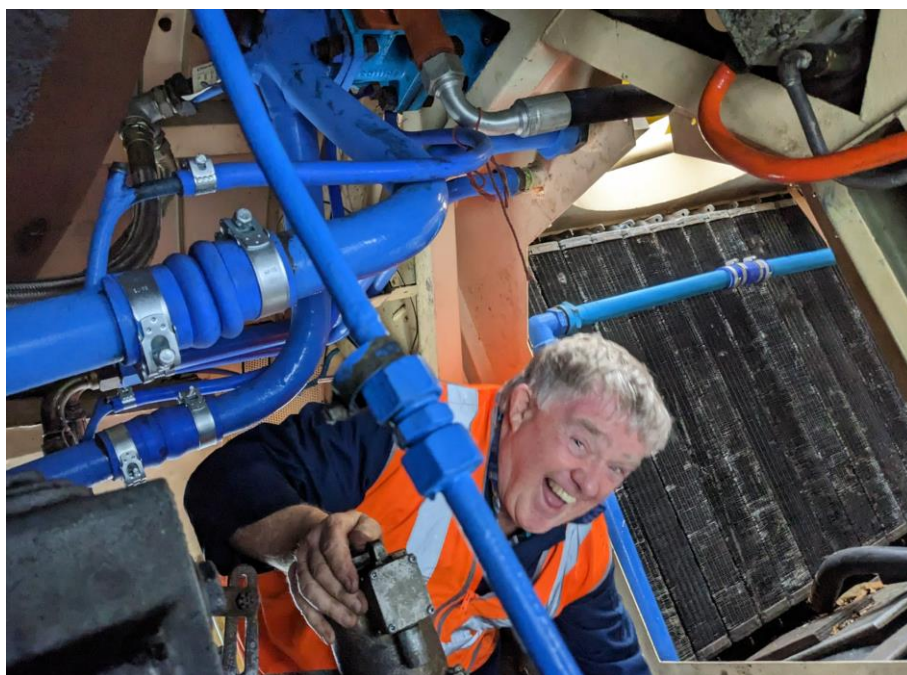


Looking for something different to do, and an outstanding task, it was decided to fit the final outstanding Saunders Valves on D1013.

So a couple of intrepid WLA volunteers firstly went to a local supplier to obtain bolts to complete the task of fitting the Saunders valves on D1013 – looks like Mr Bamber dropped the box or to quote Mr Hewell “Sometimes you just can't get the staff!”



But with perseverance and hard work, the job was done.



And a quote from the small man himself – “you need to be a left-handed, hunch backed dwarf to get the job done!”



And not recorded on camera – “I dropped a socket and it went through the hole in the floor. As I was looking for it, my head torch fell off, and it went through the same hole. I couldn’t stop laughing – who know Saunders Valves could do this to people. Said items were later located underneath the loco.” Anonymous.

T's the end of the day and time for a final walk around the south yard.



New lighting was also installed at Bridgnorth – no more working in the dark in the winter months.



Tuesday 26th November

It is not always about the locomotives and even the WLA, and a BIG THANK YOU has to go to Sally who having caught the cleaning bug having put so much effort into Ranger's bogie – decided to set about the Mess Room – and what a fantastic difference made. Let's hope all appreciate Sally's efforts and keep it clean.



Friday 29th November

One of our “eagle eyed” Working Members spotted the “Sale of the Century” – over 400 Lin Bins available for a remarkable price! A few phone calls were made and the deal secured, and Friday 29th saw the delivery made.



Saturday 30th November

The last day of the month and a small team were present at Kidderminster, and also at Bridgnorth. For three Working Members, a tour of the TMD at the start of the Shunter/ Second Man Training program – and Mr Bamber recorded at one of the furthest locations from any civilization.



Darren meanwhile was making some tweaks to one of Courier's pre-heaters, seen here surrounded by Thousands and a 50! Do not let the smile mislead you – Courier was "pushing back!"



Next job was to get some Coolant and Anti – Freeze into the heat exchangers on Ranger. For once, a relatively straight forward job, with easy access, all being needed was coolant, a funnel and some pipe to ensure it went the right way – left!



Even easier at the other end where the engine compartment is awaiting the return of the engine – pour straight in!



And of course, then back to the bogie and some final shots for the month of the progress being made.

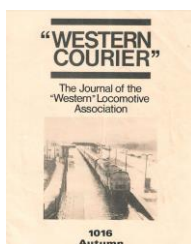


To end with a bit of detail – one spring hanger, one hand (Marty Kent), one container of crud – much still to be removed, and one “in position” spring hanger which is going to prove to be a challenge to remove – may have to lift the bogie in its entirety!

More work reports to follow next month.



Western Courier – Issue 1016 Autumn



A rescue of some Renown – 11th November 1976 – B. C. E. Lewis

The fog lay like a sodden blanket over the station as my train pulled into the southern platform at Reading. There was just enough light for photography, so as the general hubbub of disappearing passengers was swallowed by the fog, I readied my battered, but trusty SLR.

Primed and ready for action, I took stock of my surroundings. I became aware of the sound of Maybachs, although I hadn't a clue from which direction it came. Vision was reduced to about 10 yards and a lightening dash under the subway enabled me to catch D1013 Western Ranger lifting her Paddington bound commuter train, majestically away from Platform 8 and into the murk. No time for a photo however, round one to fate.

Trains loomed in and out of the mire with little or no warning, and I was rewarded with one such loomer as it glided to a stop at Platform 8 behind D1058 Western Nobleman. Lit by the station lighting, and surrounded by a halo of fog, she proved a delight to photograph and was suitably "blitzed."

The prospect of a ride up to Paddington behind her was a great temptation, but I resisted. I was after a ride to Devon on the 08.30 or 10.40 down, both good bets for "1000" haulage. Anyway, several good photos – round Two to me!

In rolled the 08.30 – "BOWLED" – Hoover 50 008 at the head. No comment, except – Round Three to fate!

Not surprisingly, no Westerns were seen during the two hour wait for the 1.40 down, and although the weather improved greatly, my spirits plummeted as the train arrived with 47 030 as the motive power. However, I had by now bought a ticket and I thought "if the mountain will not come to Mohammed" etc etc, I scuttled aboard and headed west, conceding Round Four to fate.

I should have alighted at Westbury, had I spotted Westerns Sultan and Campaigner earlier, however, they reposed in the shed yard hidden behind a raft of stone empties and only became evident as my train departed the station, and drew level with them. Hanging from the window like a demented windsock, I managed to take two rather good photographs of them and 1056 and 1010 were recorded for prosperity (evens on that round I think.)

By the time I had reached Exeter, the delights of "duff" haulage were wearing a little thin and so I joined on or two other noted 1000 "bashers" on the platform.

Gloom and despondency! It appeared that every "Western" that was a runner was absent from Devon and (barring failures) was unlikely to show in the area. (Where do they get that information!) Fate, it seemed was having a field day at my expense. I decided to get back to London to see what may prove on the evening commuters, so boarded the next up, barely giving 50 007 a second glance as it whisked the train in.

The "Hoover" ate up the miles and we took the Westbury cut-off, I was not even going to get a second crack at the loco-depot, it could not get any worse.

Suddenly, at milepost 85¼, the brakes came on a full emergency application, and we came to a shuddering stop.

My head was out of the window so fast, it nearly left my body behind. The engine had been shut down at once, which sounded pretty ominous, and the quiet was deafening. The Loco crew were on the track surveying their steed, their torches flashing in the twilight. After a quick consultation, our guard, with flags and detonators at the ready, set off to protect the rear of our train, and as this was the very end in which I was ensconced, I was quite glad to see him go. As he passed, I queried our predicament, and was informed that "something rather nasty had befallen our "Hoover" and I am off to summon assistance from Westbury."

Westbury meant 1000s, so I crossed my fingers and waited.

A light pierced the darkness from a nearby farmhouse, and a mile or so away over the fields, a tractor was still hard at work, its headlights blazing. All else was quiet, and the blackness became total.

After an hour, even the tractor had gone. I had seen no other trains and only the odd night creature disturbed the silence, until.....

From along way off, I picked up the murmur of high-powered diesel engines and as the sound drew nearer and clearer, it was unmistakably Mighty Maybachs. The detonators began to crack in the distance and as a tiny glimmer of light rounded the curve behind us, I knew my luck had dramatically changed and a Western was coming to take me home.

I blessed the locomotive crews who used the head-code panel as an extra engine numberplate, for, although one digit light was out, the others were quite plain to see in the pitch black. With a featherweight touch, 1-71 buffered up behind us, "Renown" had come to the rescue.

A further brief consultation between the crews and we were ready for the off. The "Hoover" restarted, as she was to control the brake, however she was to leave all of the graft to Ten Seventy One. And graft she did! The familiar power build up took place, she took the weight, and slowly we began to move. A Maybach Symphony hammered at the still countryside as the driver opened her up and slammed through the notches. She began to shove, and shove hard. The night air split under the assault, the two exhaust plumes (visible even in the dark) blasting a hole in the sky. A beam of light shot out of the opening door of the farmhouse as the occupants, attracted no doubt by the noise, came out to look at the disappearing banshee.

In seconds, it seemed we were battling along in the low sixties, and things were getting decidedly lively in the last coach. We began to buck and pitch like a Glasgow tram with "Western Renown" trying to push us through our train and out of the front and it got quite hairy when, after a few miles, the "Hoover" driver slammed the brakes on hard, in an effort to check the headlong rush of the roaring leviathan at its rear.

We eased into some sidings and stopped and our "Western" prepared to run round its charge. I meanwhile attempted to gain access to an open window at the other end of the train, being thwarted at first by curious gentlemen hanging out and speculating on this further delay to their progress. However, five minutes exposure to the cold night air soon prompted them to return to the foggy oblivion of their first-class saloon.

Once more I was at liberty to enjoy my "Western" as only the true enthusiast can, head thrust out into the cold frosty blackness, heedless of all but the heady delight of the moment. Drinking in the ecstasy of the Ten Seventy One blasting us out of the sidings like Apollo Eleven and careering through the night at 90mph.

All too soon we were approaching Reading, where "Renown" and I would have to part., however, after a disappointing start, I had basked in the delights of "Fifty Two" haulage once again, and had gloried in their capabilities in an unusual circumstance. I will never forget the thunder of her engines as she rammed us up that gradient. An event like that stays in one's mind forever.

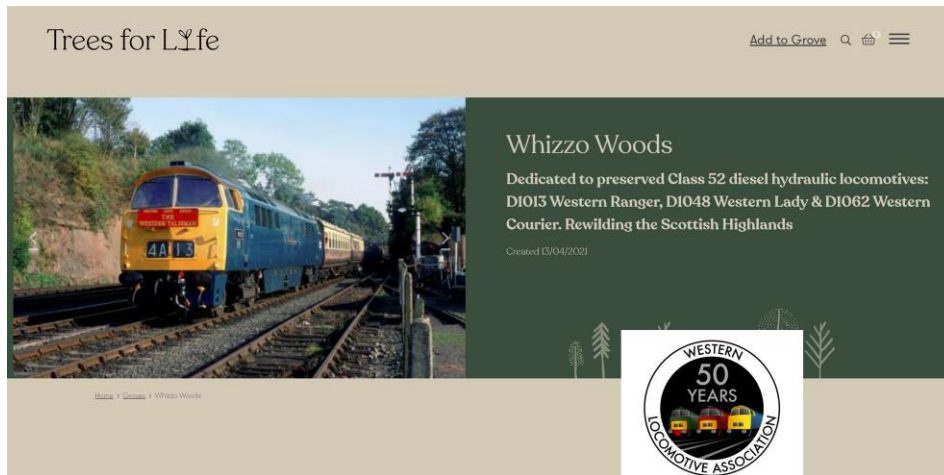
As I watched her disappear from sight London bound from the platform at Reading, I sized up the day in general.....

Game. Set and Match to me I think!

Whizzo Woods

At the end of November, we have **414 trees** in Whizzo Woods, an increase of 9 since the last count of 405 - thank you all for your continued support of this initiative.

Trees can be purchased for just £6 – what an investment, and can be found at <https://westernlocomotives.com/shop/a-tree-in-whizzo-woods/>



Whizzo Woods was first established in April 2021 with an objective of planting 62 trees a year – further details can be found at – <https://treesforlife.org.uk/groves/315992/>

Sales Team Update

As another year draws to a close, the Sales Team is working hard to develop innovative ideas and merchandise for 2025.

First of all, I am delighted to tell you that Julian Ogle's fantastic new book, "A Journey in Preservation - 50 Years of the WLA" has been published and is now available to purchase - with 288 pages and in hardback A4 format this book is the perfect Christmas present for the Western aficionado and will keep your attention well into the New Year.

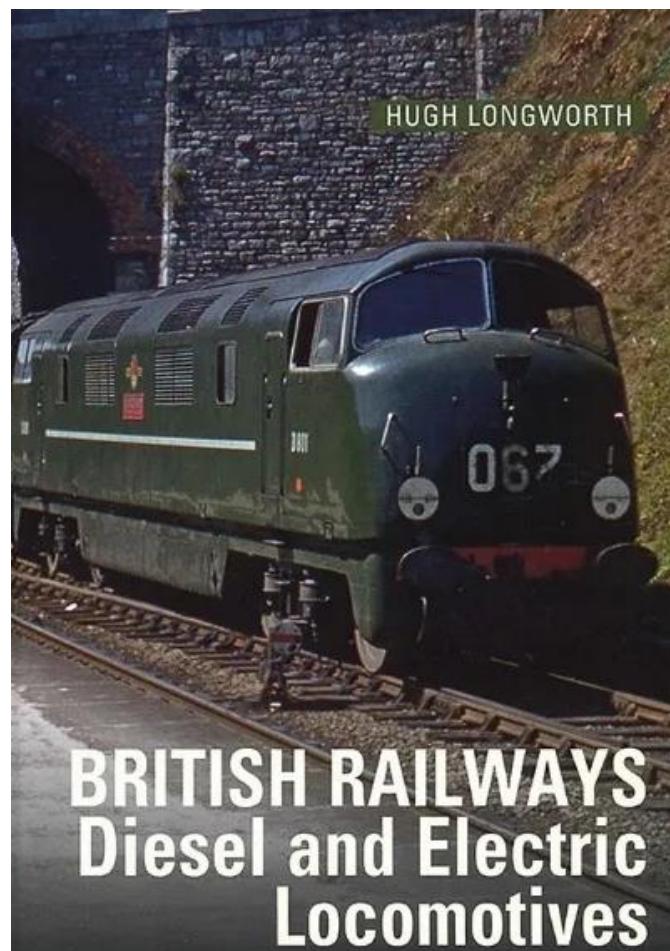
Please see Book of the Month for further details on how to place your order.

If you like a good read then Hugh Longwell has published a new book covering in detail all the classes of diesel and electric locomotives that were introduced by BR from the modernisation plan of 1955 to the privatisation of the railways in the 1990s.

This one runs to no less than 384 pages and each class, which operated over this lengthy period, is covered.

The book is illustrated throughout using predominately colour photos and drawings and the data it contains is fully cross referenced.

Buy your copy at <https://westernlocomotives.com/shop/british-railways-diesel-electric-locomotives/>



We also have an exciting new development for those of you who would like to own your very own Western name and numberplate set but do not want to splash out on the genuine - Leicester based "Class 52 Nameplate Replicas" manufacture accurate reproductions of original Western diesel locomotive name and numberplates. These replicas are fabricated in the same way as the originals were in the early 1960's. From King to Legionnaire, the shortest to the longest, with matching numberplates if required.

The Western Locomotive Association has entered into an agreement to market these plates in return for a substantial donation for each plate sold. The photograph shows Simon Tomlinson of Class 52 Nameplate Replicas with your very own Sales Officer comparing one of these plates with that on D1048.



And some FINAL "festive" reminders....

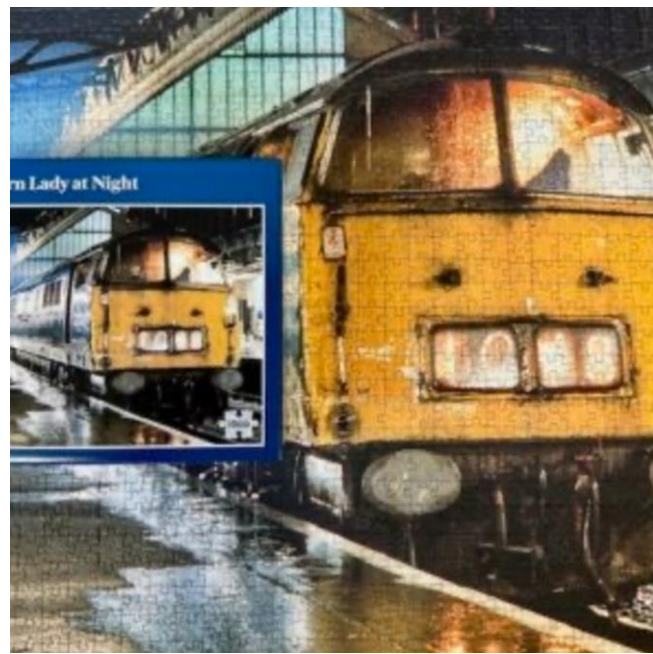
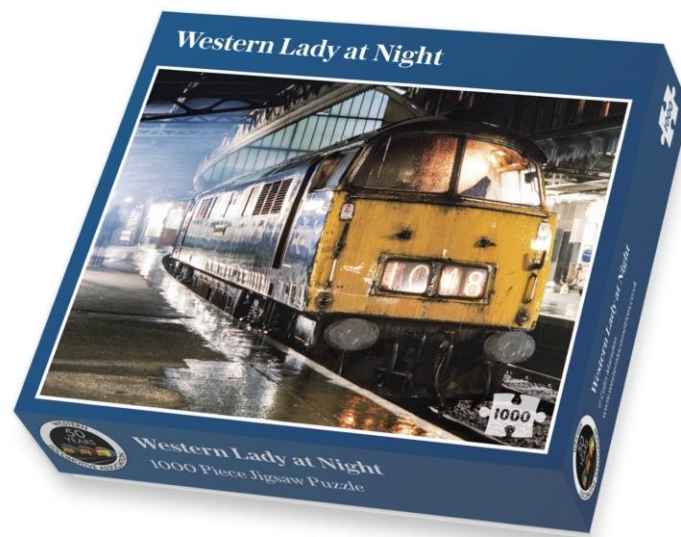
2024 WLA Calendars are still available but selling fast. The A3 Wall Calendar is dedicated to D1048 with a selection of pre and post preservation shots and the theme of the Desktop Calendar is "Westerns on Shed".

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



Also available, our latest 1,000-piece jigsaw puzzle – it just had to be 1,000 pieces, featuring a superb photograph by Colin Marsden of Western Lady at Paddington on a wet night in 1976.

Order yours at <https://westernlocomotives.com/shop/western-lady-at-night-1000-piece-jigsaw/>



Finally, our stocks of second handbooks, models and memorabilia were all but wiped out at the Autumn Gala so please remember WLA if you are downsizing or just having a clear-out to make way for more.

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.

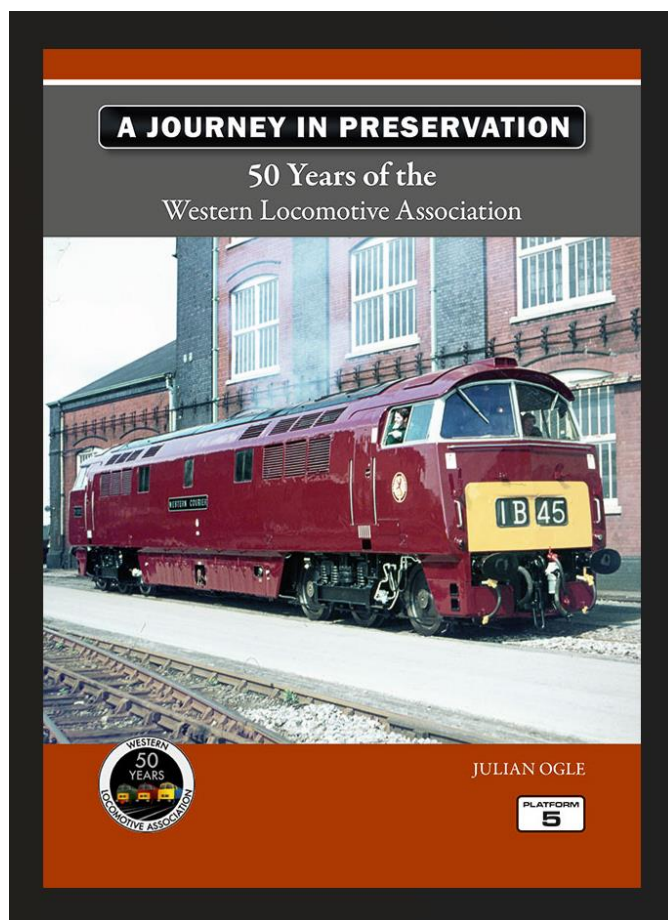
Just think, if every member persuaded one other person to join, we would double our membership! So why not step up to the challenge and help us to achieve our objective of doubling our membership.

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 specific 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

AVAILABLE NOW



The story of how a small group of enthusiasts came together to save a “Western” locomotive for preservation in the 1970s.

The concept of diesel preservation was unheard of at the time. In the face of considerable adversity, the group found a way to break down the barriers to diesel preservation and set a path that many others have since been able to follow.

But acquiring their “Western” was only the beginning. From the early escapades and a turbulent few years in Devon, “A Journey in Preservation” tells how the WLA subsequently settled into a new home at The Severn Valley Railway and developed into the well respected and professional organisation it is today.

The book examines the herculean task of maintaining a “Western” and goes behind the scenes at the Association, with contributions and recollections from many key Association members.

WLA members will be able to claim a £10 discount and can order a copy now from the publisher's website <https://www.platform5.com/Catalogue/Modern-British-Railways/A-Journey-in-Preservation-50-Years-of-the-Western-LoCo-Asso-5JP50>

You will need to use the promotion code **JP50** at the basket on the website to claim your discount.

The book will also be available at the SVR Winter Diesel Day on 30th December and of course at the SVR Spring Diesel Gala.

ning to...

Our monthly round-up of restoration projects around the country, compiled by Pip Dunn.



33063 is shunted by 08922 at Tunbridge Wells West Depot on the Spa Valley Railway on September 18, shortly after its roof was refitted as part of its ongoing bodywork overhaul. Pip Dunn

The headlight receptacles have been fashioned and are awaiting the light units to be fitted. The windows have been removed on the cab fronts to prepare for painting, but also to allow new seals to be fitted as the previous seals were prone to leaking during heavy rain.

Elsewhere, the external refresh continues, ready for new coats of paint. Some of the underframe has been completed in black, as has some of the underframe pipework. The cabs continue to receive a lot of attention, with the fixtures and fittings being repainted and new plastics fashioned.

27005 – Bo’ness: The bodywork overhaul is progressing now the Class 27 has been moved to the front of the flat road, allowing increased space to work on the locomotive.

31463 – Ruddington: A massive step forward in the restoration of the Brush Type 2 has seen the locomotive tested on the load bank. The Class 31 has done a series of running tests and has passed all of these, although a couple of issues have been identified and these will be sorted out soon.

Much welding work has been undertaken, various machines have been overhauled, and the 12SVT power unit has been completely stripped down and reassembled with many new parts fitted.

33063 – Tunbridge Wells West: The locomotive’s roof has been refitted

and the bodywork repairs are now closer to completion. It is hoped to have it ready for the imminent Santa season. The locomotive remains in primer at the moment, so a repaint will be necessary in the fullness of time.

Spa Valley Railway classmate 33065 remains stored at the railway and is a longer-term project before it can run again.

40118 – Shackerstone: The group restoring the Class 40 have enjoyed another productive few days. Much of the work on the locomotive has concentrated on the main generator, checking the brush box clearances again now that the brush ring has been secured into place in its final position, removing the temporary busbar ties that had maintained the two busbars as continuous rings while working on them, cleaning and repairing the electrical connections to the busbars, and various other bits of painting inside the main generator.

The exhaust stacks are now all bolted down. The last bits of water pipes have been painted and the flanges trued up so that the mating faces are flat. The No. 2 cab sun visors have also been finished and refitted, although the hold-up clips are still to be fitted. The No. 1 cab sun visors have also been manufactured and put into store, while the sun visor hinges have been cleaned up.

Two of the first batch of grille boxes have been cleaned up, ready for spraying, but the restoration team

was unhappy with the alignment of the top plate, despite having checked and rechecked everything prior to welding in.

This meant having to take quite a bit apart, ready to start again. There followed 12 hours of cutting, straightening and re-welding them until they were right. Another six slats have gone in and, as always, there has been a lot of checking to make sure the grille box stays square and matches the existing grille box.

45105 – Barrow Hill: After a period of more than 37 years, 45105 worked its first passenger trains in a generation at Barrow Hill on September 28/29. Although they were only short runs on the half-mile Springwell branch, it provided a useful shake-down for the Peak, as well as generating plenty of revenue from those who needed it for haulage.

47643 – Bo’ness: The bogies are now on the pit with disassembly progressing so the wheelsets can be removed, ahead of sending the wheels and axles to South Devon for re-tying. If you can help with a donation towards re-tying the only preserved Class 47 in Scotland, visit <https://cafdonate.cafonline.org/25163>

50002 – Buckfastleigh: The power unit work for 50002 has stopped as the Devon Diesel Society need to raise funds towards the next stage of its overhaul. It is in dry storage and is

being well looked after. All four turbos must be overhauled, as well as the intercoolers and the governor.

On the locomotive itself, work is progressing in the engine room and cabs. The plan is to paint the locomotive into blue in the spring to make it more presentable while the covers are off and potentially lift the power unit in. The clean air compartment is also going to receive some attention once work on the engine room is complete.

Next year, the plan is to lift the locomotive off its bogies and have all of the traction motors inspected and overhauled. The estimated costs mean the DDS needs help in funding this work, and it has set up a Just-Giving page to help raise some funds. The society can also claim gift aid, so for every £1 donated, the Government gives it an additional 25p. The link to donate is www.justgiving.com/devondieselsociety

50030 – Rowsley: The Renown Repulse Restoration Group has been continuing testing pipework and various valves in the air system of *Repulse*. Volunteers have also mounted the extractor fan above where the electric train heat generator sits, as well as fitting and wiring the AWS sunflower and reset button in the No. 2 cab.

RRRG volunteers have also finished connecting the two-core cable from the sunflower to the DSD relay box. The stud sheared off during tightening one of the connections in the reset button, so the button had to be removed to extract the broken stud, a stud removed from one of the spare buttons and refitted, and then the wires attached again.

The team then set up the 110V for the internal lighting and it was left on for two hours during the afternoon. The lights could eventually be required to be illuminated for extended periods, so by gradually leaving the lighting circuits powered up for longer periods, it establishes that they are all working properly.

D1013 – Kidderminster: As mentioned last issue, D1013 was successfully lifted on August 31 for the first time in preservation. The B-end bogie was then rolled out and cleaning 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



On its second running day following completion of its long-running restoration, the Pioneer Diesel Group's immaculate 45105 departs from Barrow Hill on September 29 with a shuttle service up the Springwell Branch, which also featured 03066 on the other end of the train. This was the first weekend that the Peak had been in passenger service since it was withdrawn by British Rail in May 1987. Bill Pizer

continued on the bogie and also on the locomotive's underframe.

The bogie has been moved to No. 3 road (behind the Western Locomotive Association's work benches) where it can be worked on unhindered. As the group is not subject to the same time constraints as it was when it carried out similar work on D1062's bogies, the opportunity has been taken to clean and paint all bogie parts as they are removed and do the same to the underframe as well.

Although the cardan shafts are all to be replaced, the final drive and everything else requires scraping, cleaning, and painting.

Meanwhile, at Bridgnorth, vital work has continued on the locomotive's 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 the WLA to accurately monitor the flue temperature.

When the next working party attended the locomotive, it was lifted again to allow the B-end bogie to be rolled out and for more scraping and cleaning. This may be dirty work, but it is so important and will make life much easier in the future.

The other significant task recently completed 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 require repainting.

Now the bogie is located in No. 3 road, the priority was to complete cleaning and repainting the underframe, the objective being to complete this before the Autumn Diesel Bash in early October. After the event, D1013 needs to be put onto an accommodation bogie and moved off the jacks to allow the RailAdventure HST power cars access, with D1013 to be located elsewhere within Kidderminster TMD so that work can continue.

Also, now the bogie is located on No. 3 road, removal of parts has commenced, although measurements need to be taken before the suspension components are touched.

D1062 – Kidderminster: The WLA made some adjustments to the brakes on D1062 after reports that the coaches were bunching and causing passenger comments, as perhaps the locomotive's brakes were too sharp.

A full brake test was conducted, and the results submitted to the SVR, followed by a further full brake test, following which D1062 was signed off as being operational and fit for service.

Also investigated at the same time were some sparking problems on the B-end pre-heater, the cause found to be a sticking brush, and once this was freed the B-end was successfully heated to 50°C. It was also noted that the squeak that is intermittently noticed is due to a tight seal on the pump.

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

D9015 – Barrow Hill: *Tulyar* has been professionally varnished recently, and, with the exception of No. 2 end nose, this stage of the paint job is completed. Just the grey roof to go, along with any final touch-ups, and then it's 'job done.' The black paintwork around the brake cylinders and axle covers was touched up and a start was made attaching the brass information plates along the lower edge of the bodyside.

Two good coils have been located in the stores, which now gives the Deltic Preservation Society's electrical team a full set of coils, plus spares, for D9015. Following being moved out of the stores, the 350hm coils were fitted into AGC1. These contactors were rebuilt, tested, and fitted in both ends of the locomotive.

As the engine cranks on start-up, AGC1, with No. 1 engine, closes at the start as the voltage on the auxiliary generator builds up to 110V, and once the engine begins the start, contactors drop out and put a resistor in series with the 350hm coil to keep AGC1 closed. AGC2 works in the same way.

The wiring of the changeover switches in each cab was completed and the locomotive is again at the stage where it needs to be running in order for equipment that takes its power from

the auxiliary generator to be tested. To facilitate this, *Tulyar* will be moved outside so No. 1 engine (PU538) can be started as and when required.

A coolant flow switch from the stores was cleaned and tested by the electrical department before being fitted to power unit 430, which will be the replacement unit for PU417.

Work on PU430, which will be going into D9015 as No. 2 engine in place of failed PU417, made satisfactory progress with the fitting of the new coolant hoses into the triangle. The three 'O' rings per cylinder bank were replaced with new ones. PU430 is almost ready to have the phasing case refitted once it has been filled with coolant and checked for any leaks. The refurbished main and auxiliary generators are ready to be delivered back to the depot.

The replacement cab floor panels for No. 2 end are now complete and stored, ready for installation at the end of the restoration.

58023 – Kidderminster: The Class 58 has received a full polish, with many vinyls, *Leicester Depot* nameplates and depot plaques added, and it was spruced up in readiness for the October gala. In its Mainline Freight days, 58023 was named *Peterborough Depot* and no locomotive was ever named *Leicester Depot*, but as that is now the locomotive's home base, it makes sense and the locomotive looks superb. 📧

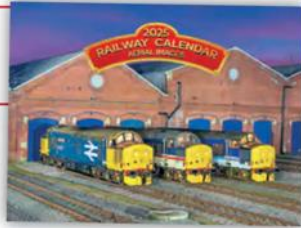
Aerial Images 2025 Railway Calendar

PUBLISHER: Tom McAtee
PRICE: £14.99
EMAIL: tom.mcatee@aol.co.uk
TELEPHONE: 07581 748184

REGULAR CONTRIBUTOR to *Railways Illustrated*, Tom McAtee, has published another calendar of modern traction images under his Aerial Images banner.

With a prolific presence at the lineside, particularly around the North West, the 2025 Railway Calendar features a selection of Tom's images both on the national rail network and on heritage railways. In keeping with the Aerial Images theme, all of the chosen photographs have been taken using a drone or photographic pole to give some height to the subjects.

The cover image shows a line-up of former Direct Rail Services Class 37s from a photographic charter



held at York Holgate Works last year, while the main calendar pages feature locomotives from Classes 20, 26, 37, 40, 50, 56, 60, 66, 69, 70 and 90, alongside a line-up of Western Region diesel-hydraulic locomotives captured at the Severn Valley Railway in October 2023. Below each image is a short caption with basic details of the working and locomotive featured, and there is adequate space within the calendar section for writing appointments and so on.

One aspect particularly like about this year's release is that each of the pictures featured was taken in the month that it appears on, so you are not faced with a summery scene on the January page.

Having changed printer for this year, the 2025 Railway Calendar is produced on a thicker grade of paper than the last one, and the matt finish gives it a quality feel. The colour reproduction is excellent, and the photographs have all been well chosen.

The calendar can be ordered directly from Tom, priced £14.99 inclusive of postage and packing. It is sent out in a clear cellophane wrapper and posted in a sturdy cardboard box to protect it in transit. This is a well put together calendar that would look great on your wall throughout 2025. (AMC)

Western Locomotive Association 2025 Wall and Desk Calendars

THE WESTERN Locomotive Association is responsible for D1013 *Western Ranger*, D1048 *Western Lady* and D1062 *Western Courier*, which are all based on the Severn Valley Railway. Each year, the WLA produces two calendars, a large-format A3 wall calendar and a desktop calendar, with all proceeds going towards the ongoing preservation of the three locomotives in the group's care.

The 2025 wall calendar is dedicated to D1048 *Western Lady*, which was generously gifted to the WLA by its previous owners last year. Having not run for more than four decades, D1048 is the most elusive of the seven surviving locomotives of the popular diesel-hydraulic design.

As can be expected from a locomotive that has spent the majority of its time in preservation out of traffic, the bulk of the pictures

PUBLISHER: Western Locomotive Association
WALL CALENDAR PRICE: £15 + £3.70 P&P
DESKTOP CALENDAR PRICE: £10 + £2.50 P&P
WEBSITE: [HTTPS://westernlocomotives.com](https://westernlocomotives.com)



are from when D1048 was in service with BR, with a smattering of preservation era photographs. It is produced on card, with each page featuring an image on the top half, with the lower section dedicated to the calendar. The wall calendar is priced at £15, plus £3.70 postage and packing, which represents good value for money.



The A6-sized desk calendar's theme is Westerns on Shed, again featuring a range of images of the Class 52s both in BR service and in preservation, either stabled or undergoing maintenance in a depot setting. In addition to the preserved examples, there are also images depicting long-scrapped D1001, D1005, D1014, D1016, D1021, D1029, D1043 and D1047. It is produced on good-quality card and priced at a very reasonable £10, plus £2.50 postage and packing. (AMC)

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'HOOVER' GATHERING: An evening photographic charter took place at the Severn Valley Railway on October 1, to raise money towards the diesel fleet upkeep. The majority of the diesel fleet were lined up on Kidderminster shed with a Class 50 scene around the turntable reminiscent to the Old Oak Common days. Here, No. 50035 Ark Royal joins classmates Nos. 50033 Glorious, 50044 Exeter and 50049 Defiance. JACK BOSKETT

Kent residency for freshly overhauled 'Gronk'

DIESEL Electric Shunter Company-owned Class 08 No. 08359 arrived at the Kent & East Sussex Railway on October 11, for an initial two-year role, augmenting the railway's diesel fleet.

The 'Gronk', which underwent an intermediate overhaul and major examination in March this year at Bitton on the Avon Valley Railway, had previously spent time at the Bodmin Railway. A South Wales-based locomotive for much of its career (originally numbered D3429), it was withdrawn in March 1984. Its early preservation career (which began the same year) took it to various heritage railway locations including Cheddleton (now part of the Churnet Valley Railway), Peak Rail, Telford Steam Railway and the Chasewater Railway.

The locomotive will be based at Rolvenden for use as the depot shunter, also being utilised for engineering trains on the line, as well as carriage shunting at Tenterden.



Class 08 No. 08359 is seen at Bitton on the Avon Valley Railway. It has since been moved to the Kent & East Sussex Railway, initially for a two-year period. DESC

Brush and BRCW traction set for Bo'ness diesel gala

THE Bo'ness & Kinneil Railway has announced it will hold its Winter Diesel Gala over the weekend of December 28/29.

The event is due to feature Class 26 No. 26038 *Tom Clift*,

which is expected to be the first appearance of the Sulzer on its home line since the completion of its overhaul after extensive running in.

The Class 26 is set to be

joined by Class 47/7 No. 47712 *Lady Diana Spencer*, courtesy of Locomotive Services Ltd and Crewe Diesel Preservation Group. The Brush Type 4 will be accompanied by its matching

rake of push-pull fitted Mk.3 Scotrail liveried carriages and the DBSO. In the 1980s this was a common sight between Edinburgh, Glasgow to Aberdeen.

SIDELINES

'Western' lifted

CLASS 52 diesel hydraulic No. D1013 *Western Ranger* has been lifted for the first time in over half a century. Owned and operated by the Western Locomotive Association, No. D1013 was taken out of service in October 2009 and is nearing the end of a major overhaul at the Severn Valley Railway. As the locomotive's bogies had not been removed since 1970, assessment and work on them was planned based on the WLA's previous experience with No. D1062 *Western Courier*. Details of its bogie appeal fund, which has raised over £40,000, but remains open for help with unexpected additional costs as the work proceeds, can be found at: d1013bogieappeal.uk

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Save on a trip to the shops!



REVIEWS



CFPS Calendar 2025

Published by the Class 40 Preservation Society
 Website: www.ebay.co.uk/itm/126698968074
 Price: £18.00

THE 2025 version of the Class 40 Preservation Society's calendar follows the same format as previous years – spiral bound A3 format and one month per page. A good variety of images feature, from the 1960s through to 2024, although, as one would expect, some of the older pictures are not quite as sharp as the more recent ones. A variation of workings are depicted:

freight, passenger, parcels, light engine and a convoy move of steam locomotives. CFPS-owned No. D345, recently sidelined with main generator issues, features twice, as well as on the cover. £10 from the sale of each calendar goes to CFPS funds, so any purchases will assist in the upkeep and repair of its locomotives. A worthwhile purchase for any 'Whistler' fan. (DR).



Western Locomotive Association 2025 Wall and Desk Calendars

Published by Western Locomotive Association
 Website: westernlocomotives.com
 Wall calendar price: £15.00 + £3.70 P&P
 Desktop calendar price: £10.00 + £2.50 P&P

THE 2025 Western Locomotive Association Wall Calendar this year is dedicated to D1048 *Western Lady*, with the majority of pictures being D1048 in service with BR. It is produced on card, with each page featuring a picture on the top half, with the lower section dedicated to the calendar. The wall calendar is priced at £15, plus £3.70 postage and packing, which represents good value for money.

The A6-sized Desk Calendar theme is Westerns on Shed featuring images of '52s' in BR service and preservation, either stabled or undergoing maintenance in a depot. The Desk Calendar is produced on good quality card and priced at a very reasonable £10, plus £2.50 postage and packing. All proceeds from both calendars will go towards the ongoing preservation of WLA locomotives. (AMC).



The Beaten Track Volume 4: The traction and extremities of Britain's rail network 1970-1985

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 Website: www.platform5.com
 ISBN: 978-1-91598-428-9
 Price: £35.95

THREE years ago Platform 5 released *The Beaten Track* – the first of a new series of books taking a photographic look back at the railway from the halcyon BR blue era from 1970-1985.

The book featured the work of four highly accomplished photographers who travelled extensively around the rail network during the period, taking high quality colour pictures of common – and some uncommon – railway scenes.

What's so special about that, you may ask? Well, it was a standout book that, in my opinion, set a completely new standard for this style of book. *The Beaten Track* was far from just another railway picture book – even though the photos alone were worth the purchase price. The way it was put together by Andy Chard, with detailed captions, was truly excellent, and it remains one of the best books that I have reviewed.

Two further volumes followed and both of these were of a similar format to the original, although the sphere was expanded to bring a wider range of photographers onto the roster. However, the overall quality remained the same and these were to an equally high standard.

Almost a year since *The Beaten Track Volume 3* was released, does the fourth volume of this series live up to its predecessors? Undoubtedly it does, following the same 'around the regions' style chapters, bringing us more long lost scenes of classic diesel locomotives and multiple units at a wide range of well known, and a few more obscure, locations. Again, every picture has a story to tell, with detailed captions explaining the scene you are looking at.

This 176-page hardback book is priced £35.95, which is good value for money for what is another excellent photographic study of our railway in an era many of us still have fond memories of. I have said previously that these books will become collectors' items in the future and I still believe that to be true. I also have a feeling that these books has become something of a labour of love for Andy Chard, as it is clear a lot of time and effort goes into their preparation.

If you are an enthusiast of the BR blue era, this book, and the three volumes that went before it, need to be in your life. Highly recommended. (AMC).



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Severn Valley Railway News – Running Dates & Events



WINTER DIESEL DAY

Monday 30 December

BUY NOW

The Winter Diesel day returns on Monday 30 December 2024 and we're looking forward to lots of diesel traction care of the SVR home fleet. The Station gift shops, cafes and restaurant kiosks will also be open selling food and warm drinks.

The timetable and more detailed information will be posted in the coming weeks.



Winter Diesel Day – 30 December 2024

Winter Diesel Day 2024													Monday 30th December					
Loco(s)	33108 (46045)	50035 (40106)	20205 20189 (1450)		50035 (40106)	D1015 (46045)	33108 D9551	20048 1450		37263 (40106)		D1062 (46045)	D1015	1450 D9551	50035 (40106)			
Service				HST		DMU	DMU DRAG		HST		DMU			DMU DRAG				
Kidderminster	dep 0900	0925	1020	1105	1145	1200	1300	1355	1435	1520	1600	1615	1715	1810	1820	1945		
Bewdley	arr 0912	0937	1032	1117	1157	1212	1312	1407	1447	1532	1612	1627	1727	1822	1832	1957		
Arley	dep 0930	1000	1058	1148	1220	1235	1345	1438	1513	1603	1635	1650	1800		1853	2018*		
Highley	dep 0940	1008	1110		1232	1243	1357	1446	1525		1647	1658	1812		1905	2025*		
Hampton Loade	dep 0953		1125		1245		1410		1540		1700		1825		1923	2033*		
Bridgnorth	arr 1008		1140	1218	1300		1425		1555	1633	1715		1840		1938	2048		
Loco(s)	37263 1450	40106 (50035)	D9551	46045 (33108)		20189 1450		40106 (50035)	D9551	46045 (D1015)		20205 20189 (1450)		40106 (37263)	46045 (D1062)	40106 (50035)		
Service			DMU DRAG		DMU		HST		DMU DRAG		DMU		HST					
Bridgnorth	dep		1015	1105		1225	1305	1350		1520		1640	1720	1805	1905	2115		
Hampton Loade	dep		1033	1125		1250		1413		1540		1705		1828	1923	2128*		
Highley	dep		1012	1047	1137	1247	1305		1427	1502	1552	1702	1720		1842	1937	2137*	
Arley	dep		1022	1057	1147	1257	1315	1347	1437	1512	1602	1712	1730	1802	1852	1947	2145*	
Bewdley	dep		1035	1110	1200	1310	1328	1400	1450	1525	1615	1725	1743	1815	1905	2000	2158	
Kidderminster	arr 0942	1037	1120	1215	1315	1330	1410	1452	1535	1630	1730	1745	1835	1907	2002	2200		
	arr 0955	1050	1132	1227	1327	1342	1422	1505	1547	1642	1742	1757	1847	1920	2015	2212		
Trains marked 'DMU' and 'HST' do not include specific wheelchair access vehicles																		
Timings marked with an * denote that the service will only call at this station by request																		

Advertised locomotives appear subject to availability and may be changed at short notice. Please check the website at svr.co.uk for the latest version.

Member's Forum & Gallery

"12 Memories"

No "12 Memories" contributions received this month I am afraid – come on all WLA members, you must have your memories to share.

I have however received the following "8 Memories" from Guy Vaigncourt-Davey of the Western Requiem Railtour at Gloucester – are you in some of these pictures?

Further memories from Guy also follow below.











The below memories were received from Stephen Short, thanks for sharing....

" I took the opportunity to visit the Severn Valley Railway for the annual autumn Diesel Gala, driving the 500-mile round trip from my Home in the North-East of England. I have been attending these Gala Weekends and the WLA running days on a regular basis for 40 years!

Why the interest in Western Region Diesel Hydraulics so far away from home you may ask?

My Dad worked all of his life on the railways and we would take advantage of the free travel to spend our annual family holidays in Torquay. We would often take the overnight Newcastle Paignton train and arrive just before 07:00 am. Our parents would be shattered from the long journey whilst my brother and I were up for the start of our holiday. Indeed, the journey overnight was just part of the holiday for us, mainline stations in the small hours, mail trains and sleeping car services, steam heat.....

It was during our holidays that my interest in Westerns developed, the first one I remember seeing was D1026 at Goodrington Sands sidings ticking over. The last Western I saw in BR service on the Western Region was D1068 at Taunton on our return journey home, with the booked class 46 at the head of our train.

I had saved up my pocket money for tape recorder batteries and had spent a couple of days on Newton Abbot Station back in August 1976 enjoying the very last of the D1000's on the west of England mainline. We took a trip to Plymouth to visit Laira shed with my folks in tow and our return train to Torquay was hauled by D1058 which ran round at Newton Abbot before taking the Paignton branch.

I was also one of the cast of thousands on York Station to see D1023 arrive from London Kings Cross on the WLA charter 20th Nov 1976."

Stephen also shared his thoughts regarding the Autumn Diesel Gala Timetable and the turns allocated to D1062 – these have been shared with the timetabling team at the Severn Valley Railway.

Also shared were thoughts on D1048 and the challenge ahead with the work required on the locomotive – again these thoughts will be discussed by the WLA Boad and Committee.

Stephen ended with....

“Still enjoyed the Gala, and especially D1062 on the last trip to Bridgnorth on Friday night with Darren at the controls.”

And as mentioned above, the following memories have been shared by Guy Vaigncourt-Davey following a conversation with our Chairman....

“ Thank you ever so much for taking the time out and showing me your wonderful railway and shipping memorabilia, just so glad the brass plates are going to be reunited with D1013.

I am in the process of joining the society.

Here are the photos I showed you during our meeting, the three with my father and godfather with D1013 were taken in August 1977. I have tried to improve the photos on the computer so hopefully they look better.

I have also included photos of D1010 on the Western Requiem Railtour at Gloucester (featured above) plus three black and white photos of westerns at Exeter taken by my father in 1962.

Once again thanks for your time just glad to return these brass plates to their home loco.”





D1002 at Exeter St Davids on 3rd May 1962



D1004 at Cowley Bridge Junction – 1st September 1962



D1006 at Exeter St Davids – 28th July 1962



Closing Notes and Book Ends

The WLA on Tour

Our own Mark Perry enjoyed a well-earned holiday in Australia last month and of course visits to local heritage railways featured.

Reported by Mark – “We went down to The Mornington railway again yesterday and they are still using the picture of me and my son Russell to advertise the driver experience days! Here are a few pics.”

Thanks Mark



Whilst in Australia, Mark took the time to catch up with Richard Holdsworth & Heather in Melbourne – seen here, yes you have guessed it – outside the station! Mark just provided the picture, Richard revealed the real reason for the location – “I am sure you know that Mark has been in Melbourne, **and we met up in an iconic Aussie pub opposite Flinders Steet Station** - also a bit of Australian history. Mark is bringing back to the UK a stack of railways memorabilia and stuff related to Ranger which we hope will be of value.”



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 early in the New Year - on or around **1st January 2025!**

<https://westernlocomotives.com/>

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