



Western Locomotive Association e-Newsletter – November 2024

Welcome

Welcome to your latest WLA e-Newsletter, the Halloween Edition.

Scary goings on were observed at Kidderminster at the end of October as Halloween approached – and Peter Bamber was spotted keeping some rather frightening company.



New Working Member were also observed making their way to the TMD for purposes unknown....





Western Locomotive Association e-Newsletter – November 2024

Welcome

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

This month, we celebrate The Severn Valley Railway Autumn Diesel Bash Gala – and just look at the welcome visitors received when walking on to the platforms at this sunshine event – a perfect hydraulic welcome - D1062 Western Courier having arrived from Bridgnorth and D1048 Western Lady stabled outside The Kidderminster Railway Museum and open for cab visits, which proved to be very popular.



We also have something special this month – and maybe the start of something new? We feature this month later in the e-Newsletter a new “12 Memories”, this month we have Simon Renshaw sharing his photographs from the 1970s, read on and enjoy, and maybe next month we can feature your memories and photographs?

Of course, the continuing work on D1013 is also covered and we continue to report on the on-going pre-heater niggles on D1062 – what a year it has been, but having said that, and reported at The Committee Meeting held on Saturday 12th October, D1062 has covered 1,641 ½ miles this year and 98% reliability. So not a record-breaking year like we had two years ago but a year that we should all be proud of and a massive thank you to all of the Working Members who have stepped up to the mark in order to keep D1062 in traffic and delighting our members and visitors to the Severn Valley Railway.

So, what are we going to do in 2025 to top this – well plans are starting to be discussed, and we hope to have another special year, watch this space for news.

Back to the Autumn Diesel Bash, and a “zoomed-out” capture of our two locomotives with some more people interest, note the WLA 50th anniversary flag on the railways drawing people in to visit Lady – how the year has flown past, it only seems like yesterday that we all gathered at Swindon to celebrate in January.



And before moving on, D1062 seen again arriving at Kidderminster with a service from Bridgnorth, with the rather bizarre London Transport liveried Class 20 in the background awaiting its next call of duty.



To end this welcome, and you will recall last month we covered Richard Holdsworth's visit with his wife Heather to the TMD at the end of September, and I wanted to share this note received from Richard following his visit:

"I do apologise for not making contact earlier! Heather and I are back in Oz and gathering our scattered thoughts, but jetlag certainly makes that very difficult. I never remember it being like this before - must be old age Paul!

Anyway, I just wondered whether a note could be put in the next newsletter saying what a great day we had at Kidderminster, we are so impressed and amazed at the facilities you now have, and the work being done on Ranger. And, of course, as important as anything else, our thanks at being welcomed by everyone. How everyone remembered Heather and me - goodness it must be all of 20, 30, years since we were involved at all.

And it is for that reason I might not have recognized everyone and put names to faces! My apologies if I missed anyone!

No, doubt you will have a good few pics recording that amazing day - but here's a couple from Heather's camera just in case of they are of any use. And many thanks, again, for the welcome. That alone made a 20,000-thousand-mile round trip and some 60 hours in the air all worthwhile!

Cheers

Richard"

Richard is seen here in the cab of Ranger, the locomotive that he purchased from BR back in 1977 and started it's preservation journey.



Seen here also in front of Ranger, seen to be apparently floating in the air inside the TMD.



Oh, and back to the Autumn Diesel Bash, if you haven't sent me your pictures yet, then please do send any that stand out and I will share – what follows are two of the best yet, the first from Joshy Brinsford and D1062 about to depart Kidderminster, the second from Steve Ireland and D1062 departing Bewdley – what memories.





In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair
- Monthly News Updates – an update on all that has been happening over the last month.
- Western Courier re-visited.
- Whizzo Woods.
- Sales Team Update.
- Membership News.
- Book of the Month.
- Media Coverage.
- Severn Valley Railway News – Running Dates & Events.
- Members Forum & Gallery – where we hear directly from you, our WLA membership.
- Closing Notes & Book Ends.

Of course, the usual reminder - the aim of this e-Newsletter is to keep you up to date on all things “WLA” – what we have been doing and what is being planned along with anything else that we think you will find interesting. Your feedback and suggestions regarding what you want to see and read are important, so please do share, and please do not hold back!

And please send in anything that you think will be of interest to your fellow members – memories, photographs, stories and articles - and help to keep this e-Newsletter alive and interesting and informative.

News from the Chair

With the AGM coming up on 2nd November, I will try to keep this as brief as possible for two reasons...!

First, if you're going to the AGM you won't want to hear what I have to say twice and second, Paul F has threatened to put my speech in the next e-Newsletter, so, you'll probably get to hear or read it twice anyway!!

Suffice to say, that the WLA has had another exceptional year, with record income during the WLA's 50th Anniversary year, whilst managing to achieve another 30% increase in Membership to well over 540 Members! And all this with 98% availability for D1062 Western Courier, in a year where D1013 Western Ranger was lifted off "B" end bogie for the first time in 50 years.

Needless to say, I will go into a lot more detail at the AGM but certainly, I would like to place my thanks on record for all those who have supported us during the year, whether it be through Membership, Working & Committee Members, donations and/or purchases from our web site or from our sales stand! We really couldn't do this without your support, so a massive thank you!

One item I will let you know about, as it's a really important one to share – is our willingness to recruit younger members to the WLA, as without doubt, they will eventually be the key to the WLA's future success. In this respect, the Committee has decided to offer Junior Membership (anyone under 18) from now until the end of 2025 year at just £1.00! So, any Junior member will be able to receive our monthly e-Newsletter, receive a copy of our Courier magazine twice a year, not to mention gaining access to our locomotives (under supervision) whenever reasonably practicable, all for just ONE POUND!

Now, I'm sure you'll agree, we can't say fairer than that!

See you at the AGM!

Roger Smith
Chairman



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

Ahead of the Autumn Diesel Bash, it was all hands-on deck to get D1062 ready, and following a number of internal discussions, it was agreed to replace the failed “A” end pre-heater and re-install the pre-heater taken out at the start of the year.

Although, I am stepping back into September, the work took place on the last Saturday of September and on Wednesday 2nd October ahead of the “Gala” when the coolant was added and the pre-heater successfully tested.

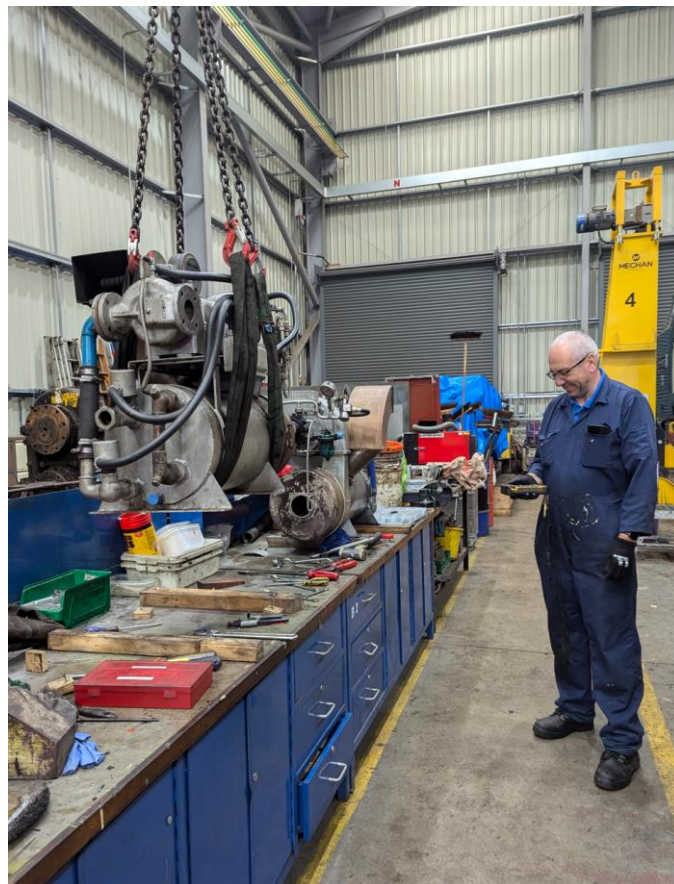
Note – I will refer to the Autumn Diesel Bash event as the Gala from now on.

Reports from our report on the ground (Mr David Hewell) – “the preheater was put back into Courier on Saturday, it tried to resist fitment but Darren, Sally and myself persisted amid much cursing but was eventually back in position and reconnected. I will be tested midweek.

The roof panel was also cleaned and painted - before and after photos are attached. T cut and much elbow grease, but I made it shine again.

Roger Smith was busy with the black paint underneath Ranger, and it won't be long before the bogie gets the treatment too.”

Confusion at the start of the day as Darren grappled with the crane and tries to work out which way is up!



Sorted – poetry in motion!



The afore mentioned Roof Panel – seen before the cleaning, t cutting and painting...

What on earth is a Class 58 doing at the TMS!



And of course, after...

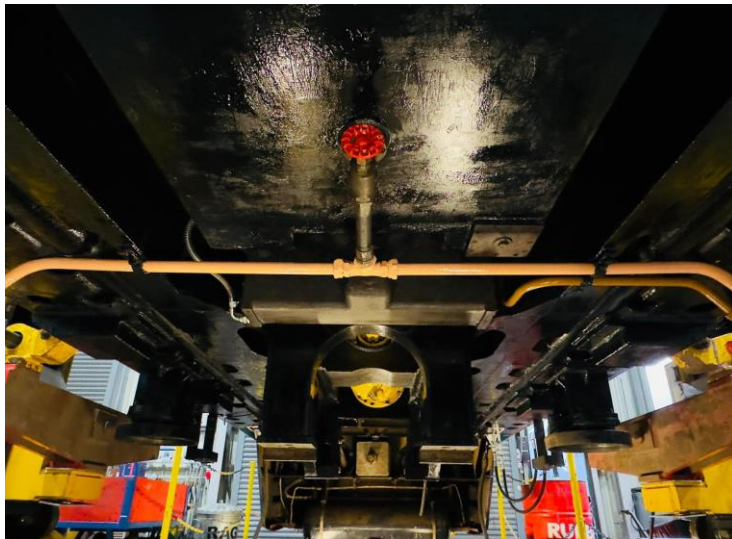


Quite a day, with three Class 52 locomotives "in the works"

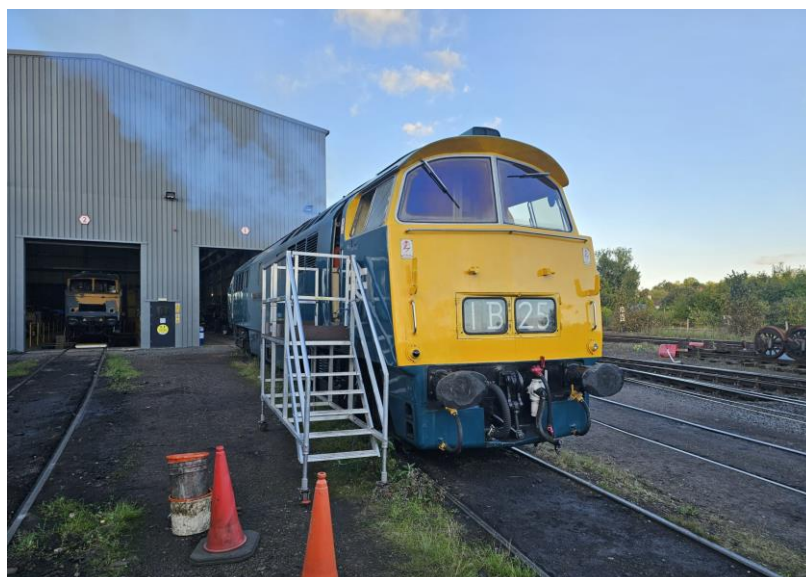




And “The Chairmans Report” report from the same day – “after spending the best part of a whole weekend painting underneath D1013 and painting “B” ends underframe, it’s time to go back home!”



Not to be forgotten, the "A" end pre-heater now ready for Gala action, as proven by the ticking over locomotive!



The Autumn Diesel Bash – Thursday 3rd to Sunday 6th October

We are not going to go overboard this month with pictures from the Gala – just some of the best – so let's start with a reminder of that fabulous line up and some pictures from Thursday 3rd October.



And D1015 getting in on the act!



Arriving at Kidderminster...



And departing Kidderminster...



Welcome to the Gala – early Thursday morning 3rd October – A damp D1048, soon drying out in the sunshine.



An interesting comparison of front-end designs...



Depot Tours proved to be very popular, raising over £2k for the TMD and Locomotive Groups, and getting those on tours into the best locations for the best pictures.





Just one shot of the Class 58 – undoubtedly one of the stars of the show.



The sun shone, the clouds added some extra drama, as Roger is seen talking to the signalman seeking permission to exit the TMD.



Following some essential head code changes.



There were green rats..



And blue rats..



& double headed rats, complete with BR Logo!



D1062 ready for the signal..



Goodness Gracious Me!



Another depot tour and D1015's bogie had been moved in front of D1013, ready to act as an accommodation bogie (of course, this was eventually not going to be as straight forward a job as expected!)



The first day really was quite special.



Another view of the Class 52's lined up, but from the other end.



As already mentioned, the cab visits to Lady proved to be extremely popular and donations raised some considerable sums of money – hence the smile from the “Lady Boys” – sorry Mark!



Because we are a fully inclusive organisation, here is 50 049, coughing and spluttering into life – watched on by the afore mentioned “boys” in the cab of Lady.



D1062 and 50 007 also seen side by side – and just look at the sky, followed by another bizarre capture of D1062.



Friday 5th October

Meanwhile back at the office – Peter, myself, Mark and Mark, ready to help you spend your “cash” – which of course allows us to keep doing what we love doing.



And the sun continued to shine on Day 2, the Depot Tours continued, and hydraulics dominated the turntable at the TMD.



Back on depot after D1062's customary early first departure from Bridgnorth to Kidderminster.



Meanwhile, a great conversation with this X Saltley Driver, now in his 90's, with fabulous memories of Westerns, other 1970s traction and the magic place that once was Saltley – my humble apologies but I have misplaced his name, but it was a privilege and honour to chat. Mr Kite of course adding to the conversation.



And a massive welcome to our latest, and maybe youngest member.



Saturday 5th October

Back to the TMD, and whilst the Gala Visitors enjoyed the traction, and the WLA Sales Team tried to take their money, a Team of Working Members were busy working on D1013, stripping more parts from the bogie. Successfully removed were four springs and one of the equalising beams. It was noted that one of the pedestal brackets had broken into four pieces!

An attempt was also made to lower D1013 onto the accommodation bogie but unfortunately the elephant's feet did not line up by about 5mm and despite all efforts, it wasn't possible to line them up and drop the loco, so the accommodation bogie was rolled back out and a plan will be developed and shared to address this issue – probably involving more brute force.

Seen below, the pedestal bracket in its four pieces, the four removed springs and equalizing beam.



The following pictures were taken by Andrew Triggs who was on one of the depot tours and I think really appreciated seeing the work being carried out and of course a “lifted” locomotive, thanks to Andrew for allowing me to share these pictures.

Mr Peter Bamber seen in this first picture – talking the talk and explaining what we are doing.



And it looks in this one that I might be doing the same!



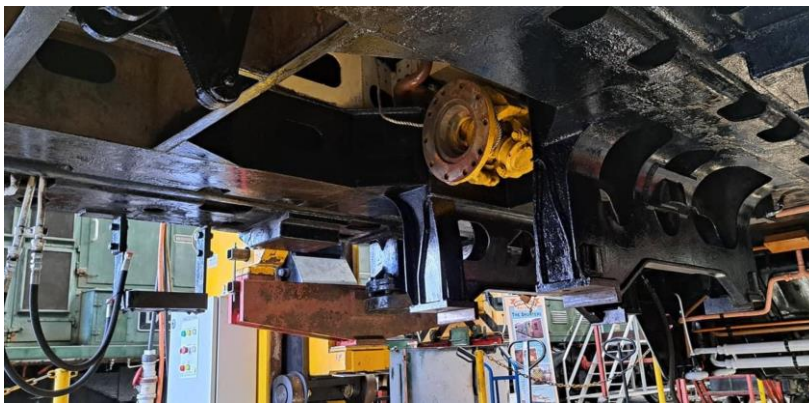
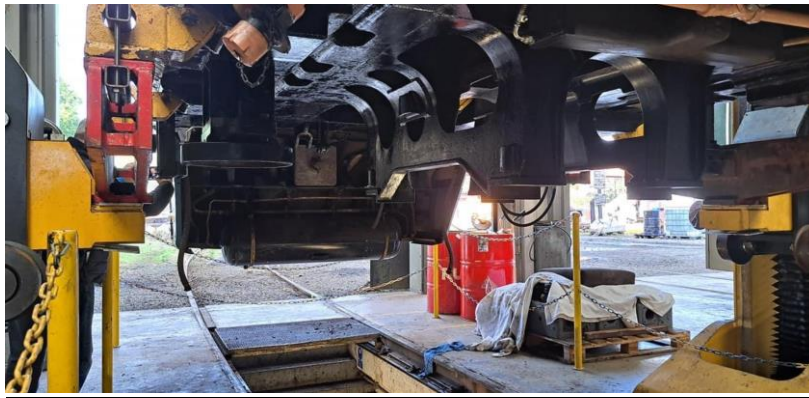
And an interesting picture of Ranger’s other bogie, still under the locomotive but above the rails.



Cardan shafts removed and waiting cleaning, although both bogies will be fitted with new shafts.



Some pictures of the work that has taken place underneath the locomotive – it has probably not been this clean since new!



Andrew's last picture – the classic, of D1013 Western Ranger in the TMD on the jacks.



Thanks Andrew

Sunday 6th October

The last day of the Gala and a last chance to raise funds – so part of the “A” team seen ready and waiting – me, Mark, Paul, Mike, David and Peter – and on the left two willing customers.



One of the highlights of the day, the arrival of a replica, manufactured in the original way, nameplate for Western Lady – and the challenge – can you sell this?



Unfortunately, the clouds had returned on Sunday, although the promised rain never really materialised, but still two Westerns at the platform ends make a magnificent site.



The first notable sale of the day – we had recently been kindly donated an original “D” from an unidentified Hymek, taken during a visit to Swindon Works back in the early 1970s. We had held this back until the last day of the Gala – always wanting to keep something interesting and unique for each day.

SOLD to Jack walker, and Charlie. Thanks Jack for the generous offer made which was instantly accepted – and the “D” is off to a great railway home.

Paul, smiling, and John, not smiling, watching on.



And then it was raffle time, drawn by Charlie.



We are delighted to announce that raffle raised nearly £4,000 with winners as follows:

- 1st Prize – The Buffer Stop Wizzos framed print, won by Dave Brown.
- 2nd Prize – D1013 Western Ranger replica name and number plate set, won by Matt Godley.
- 3rd Prize – DAPOL OO gauge model D1013 Western Ranger in maroon, won by Amy Baker.

Dave Brown's comments on winning – "Still in shock after rejoining the WLA earlier this year, and I am now the proud recipient of this beautiful, framed print featuring Westerns Courier & Ranger after winning first prize in the Autumn Raffle. Thank you to everyone who keep these fabulous engines running, thank you Peter Bamber for the phone call with the good news, and thank you Paul Finch for agreeing to "courier" my prize down to Wiltshire."



Second prize went to Matt Godley, seen here with his winnings – where is that going to go in the house?



And remember that D1048 nameplate?

Well, it took at least an hour, but sold to Dominic Moore – thank you Dominic, who has subsequently ordered the D1048 numberplate to accompany his new nameplate.



Competition Time!

Caught in the act wrapping the nameplates for safe carriage – Paul and John looking up to no good – captions please!



To end this Gala write up, following a private tour, some feedback and pictures from Tony Wilmore, long time WLA Member, past Working Member and one of the those that in the early days saved these locomotives and allow us to carry on with what we do today.

“Yesterday, David Langley, Will Langley and I were privileged to be given a depot tour specifically to see the work being undertaken on D1013’s “A” end bogie. Thanks to Darren for giving us the insight into how it works and what needs to be done, and great to see all the chaps at work on the bogie. It is “a mess” at the moment, for which I think we can blame the previous nationalised owner s it was like this when it worked the Western Tribute Rail Tour! Progress is looking good, and I now fully understand how a Western bogie pivots, these pictures were taken by David. Great stuff guys.”



These last pictures, showing just how much wear has taken place, show the Lubrication reservoirs for the axle box spring bearings, normally completely inaccessible but of course currently exposed.



And some final memories and thank you's for sharing pictures – another below from Joshy Brinsford of a Lady of the Night.



Also, a big thank you to our Spanish WLA members who travelled to the UK for the 4 day event – Ana and Jose seen here with some rather “dodgy” characters in the background.



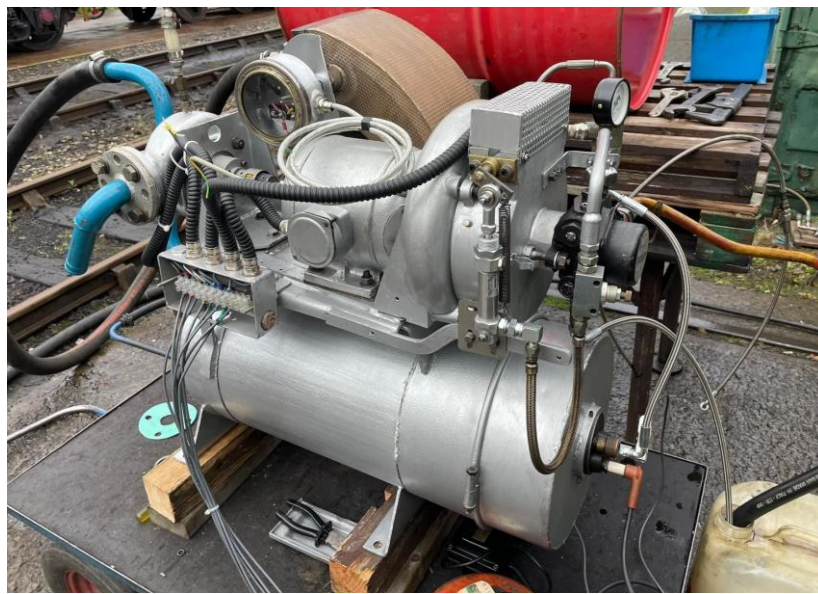
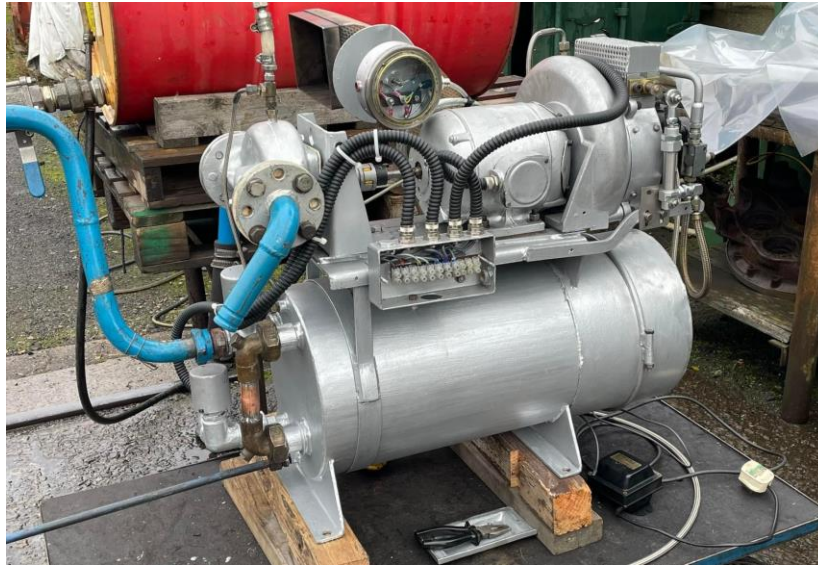
Having travelled so far, the least we could do was to get them both into the rear cab of Courier for a trip to Bridgnorth. They both tried to take over driving duties, but alas, were at the wrong end, although pretty convincing pictures for those not in the know!



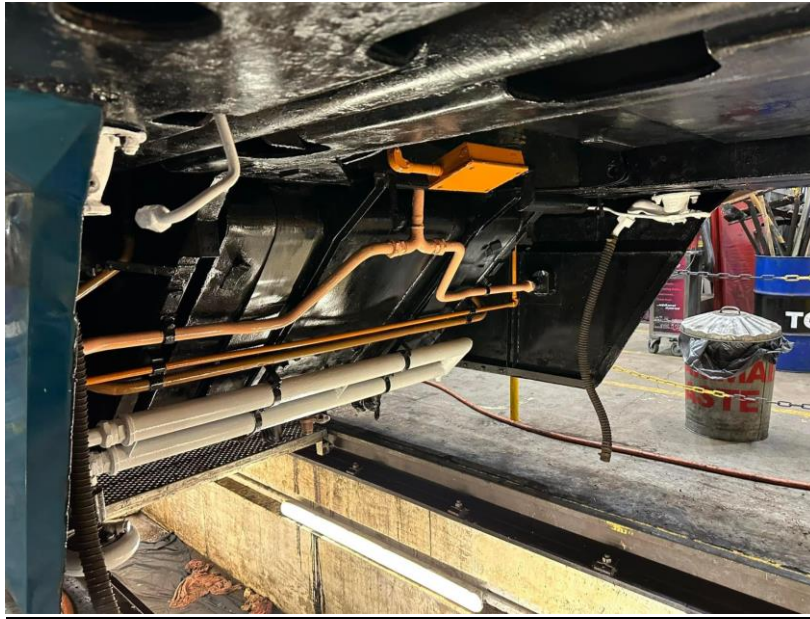
Saturday 12th October

Saturday 12th October and it was Committee Meeting time at Kidderminster. The discussion points from the Committee Meeting will be shared next week at The WLA AGM on Saturday 2nd November and so I will not go into them here.

More importantly, work carried on and at Bridgnorth, Roger and Paul were working on their beloved Pre-Heaters and preparing the unit to go into D1062 over the winter. The Pre-Heater was successfully tested with a new electronic stack switch replacement and a new damper actuator.



And at the southern end, Roger was busy finishing under Ranger – mainly with tins of chassis black and white paint.



Wednesday 16th October

Darren and Robin spent the day at Kidderminster to try and get the accommodation bogie under D1013 and the elephant's feet lined up. This is a critical task as Ranger needs to be off the jacks by the end of the month as Rail Adventure HSTs are returning and need the jacking area.

Success – the accommodation bogie was successfully installed underneath D1013. Additional work still needs to be carried out before D1013 can be moved and the pit under Ranger needs a good clean.

Focus will then be 100% on the bogie and needle guns have been delivered to Kidderminster to help with the task of rust removal and cleaning.



Friday 18th October

David was reported at Kidderminster with the task of cleaning the removed equalising beam.



Saturday 19th October

Saturday 19th and the team at Kidderminster removed both intermediate brake cylinders and the left hand equalising beam. Some "action" shots below.



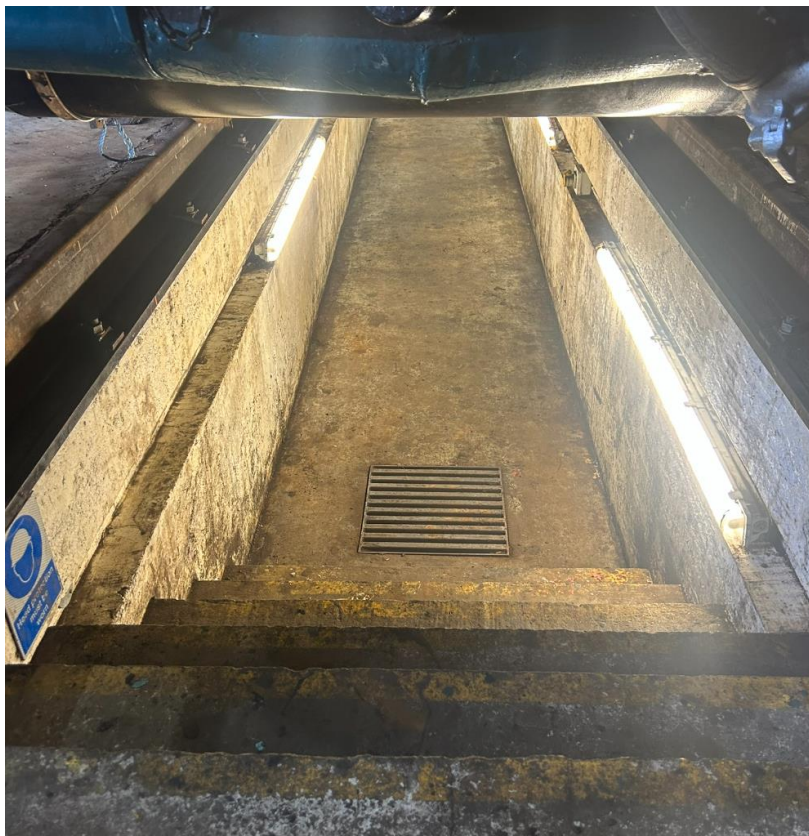
Saturday 26th October

The weekly “Job List” was published early on Saturday morning – with the main overriding task being to get D1013 ready to be moved from the pit lane where she has resided since the end of August. A simple do do....

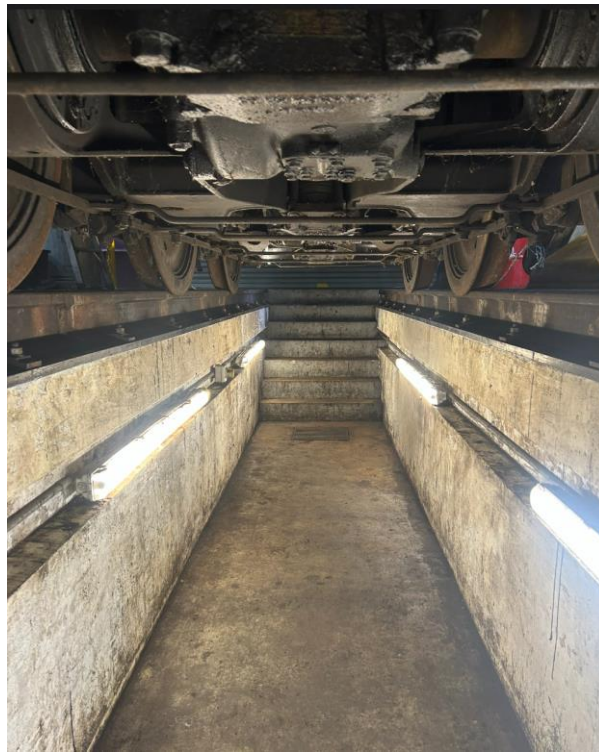
- Remove the lifting shackles between the body and the “A” end bogie
- Lower the body to a resting position and make final checks to ensure D1013 is fit to be moved.
- Once off the jacks, remove the red lifting beams and store together – please keep the body brackets in place for the time being.
- Clean out the Pit and the areas where we have been working / cleaning / creating an unbelievable mess! (The sheets in the pit have at least caught most of the dirt)
- Cover D1013 with tarpaulins – they are stored in the Containers.
- Continue to clean “B” end bogie.
- Remove remaining lower Brake Cylinders from “B” end bogie.
- Bar the engines over on D1062 and check exhaust drains are clear of leaves and not blocked.

So, it was a good job that a dozen or so working members turned up to start on the “to do” list.

First task – cleaning up the mess in pit after the removal of all of the crud and oil and dirt from underneath D1013 – that looks better – the view into the pit and underneath the locomotive from the access steps.



And looking out from inside the pit back towards the access steps.



Back to the cleaning of "B" end bogie, Marty seen hard at work, and what have we found here?



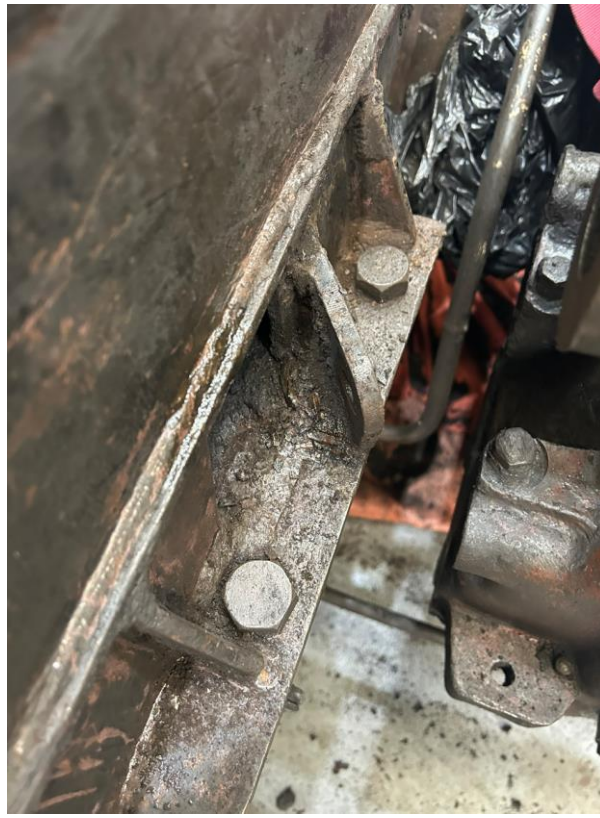
Someone lost these or left them maybe back in the 1970s – they have certainly travelled some miles since then.



Parts no longer required removed – and passed on to the Sales Team to sell – these brackets were part of the ATC safety equipment that was subsequently deemed redundant.



This is where they were located – now looking much tidier.



Tarpaulins located and transported to the TMD on the WLA trolley.



Now on the next pages – something rather special. Tarps have traditionally been thrown over the locomotives whilst located in the yard – using rope, weights, lots of throwing, lots of snagging, an abundance of language and hours and hours of effort. This time, the crane, a scaffolding bar, and an idea stolen from another group!

One of the tarpaulins is attached to the scaffolding bar and subsequently hooked up to the crane.....



And it is very quickly looking very promising, as the tarp is lifted over the locomotive.



Job almost done, 30 minutes max – revolutionary!



Tied down and Winter Ready – Job done!



The day ended with a game of “Where’s Lady?”

Not around the turntable and in the yard outside of the TMD.

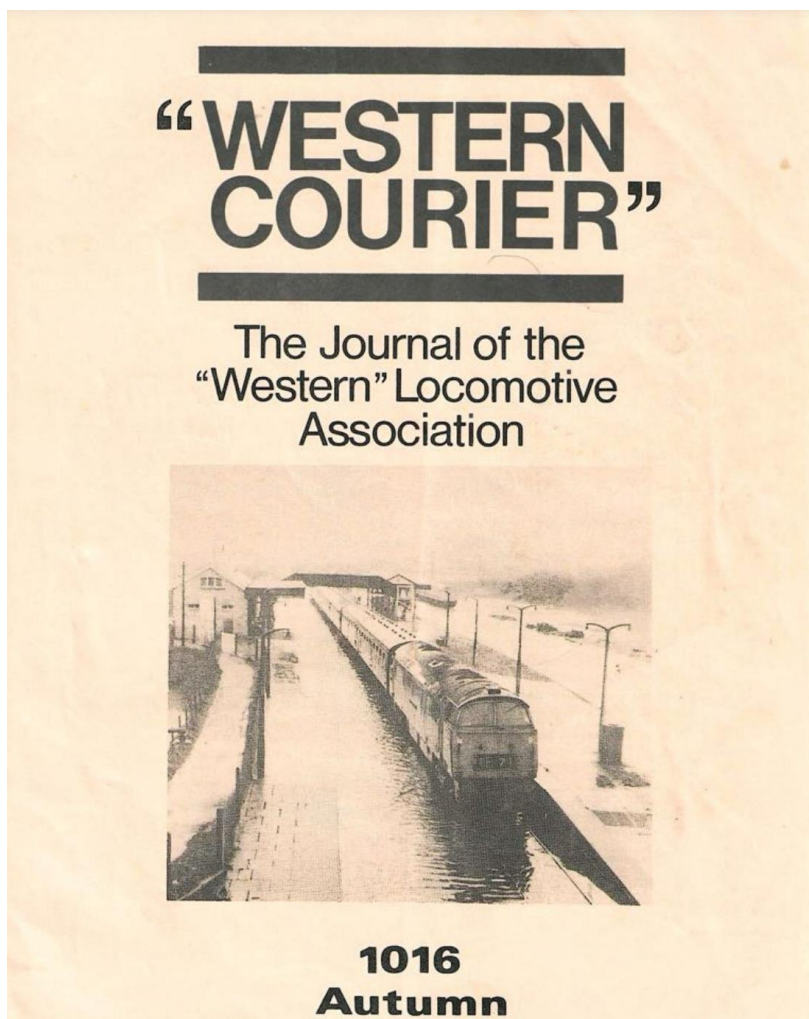
Certainly not in the TMD – usual characters located in there!

Not in the main yard between the TMD and the Carriage Sidings.

A trip all the way to the Washing Plant and mystery perhaps solved.



Western Courier – Issue 1016 Autumn



A Class 52 goes wading in the rain at Par.

Some Western Memories – Chris Hazlehurst

Having read the editorial in Western Courier 1014 and noted the request for articles I decided to consult my little red book. To those of you who think that this is going to be a political article, let me say that this red book is my own personal records of my railway expeditions and dates as far back as 1965.

Scanning through the pages, I recall my holiday of that year in Torquay and at the tender age of fifteen years I could not appreciate the significance of pages of hydraulic numbers noted whilst clasping the local runabout ticket. The list of Westerns, Warships and Hymeks seem endless and even a Bulleid Pacific on Exmouth Junction. Apart from a few visits to that immortal station – Paddington – during the late 60's the entries are few until the summer of 1973 when Western withdrawals had started to take place.

The August bank holiday of that year found me sampling D1021 Western Cavalier on a Merrymaker to Paignton and back.

During the following months I became deeply involved in the preservation of steam locomotives from Barry scrap yard which meant regular services on an 8 hours Fishguard Harbour, a regular Western turn.

On the day the engine was moved, I enjoyed a sparkling run with D1034 Western Dragoon in immaculate condition after a Laira repaint, regaining twelve minutes to Cardiff after a late start. Shortly after this a trip to Par produced D1022 Western Sentinel throughout and there seemed to be Westerns everywhere including one on St Blazey.

Amongst the most memorable excursions was one to Paignton again with D1036 Western Emperor. The warm May sunshine produced D7016 on a ballast train and at Paignton carriage sidings late afternoon found D1005 Western Venturer, D1059 Western Empire and our own D1036 on adjacent tracks.

Needless to say, this was recorded on film for prosperity.

On into July and the sign of things to come when a Cornish expedition produced 50 004. Gladly the situation was rectified at Plymouth where D1056 Western Sultan took us to Truro. The return to London produces D1044 Western Duchess to Par, D1057 Western Chieftain to Plymouth and the great D1015 Western Champion to Paddington. Vintage travel indeed.

Changed circumstances brought a curtailment on such trips until September 1976 when the writing was clearly on the wall for the great class. The BR advert read "Cider, Steam, Hydraulic" and so it fell to D1013 Western Ranger to delight is all the way to Hereford and back. The ascent of the Lickey incline witnessed from the third coach will remain amongst my fondest memories with the Maybachs working flat out.

My final rail tour was the notable Western Requiem Relief when D1010 Western Campaigner performed so valiantly although clearly past her best. Viewing this unique sight whilst witnessing the run round at Treherbert and then the 90+ descent of Saunderton that night. The lateness of the return seemed to worry nobody, rather that they were happy to experience extra hydraulic haulage.

Just two weeks later found us standing near Old Oak Common Signal Box to witness and record the sad end. First D1010 and D1048 came off shed and proceeded to Bristol to standby and then D1013 and D1023 left for Paddington and later passed with The Tribute.

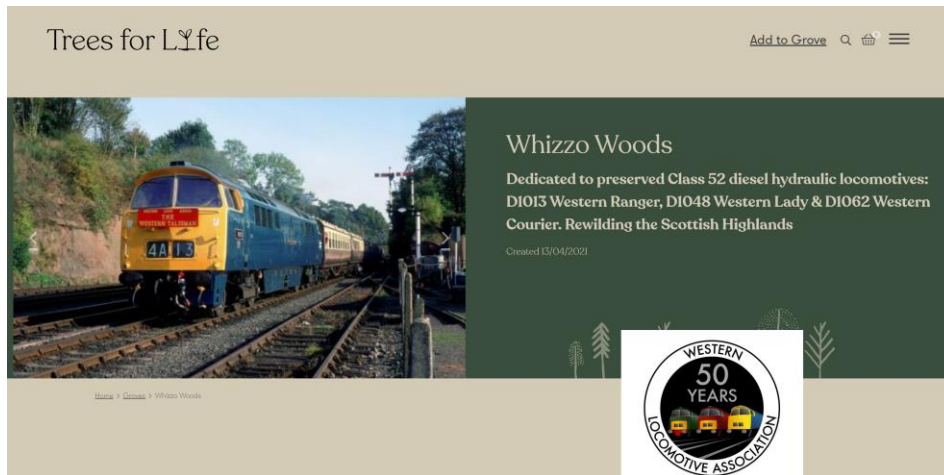
That sickening feeling which came over us remained until we saw Courier at Swindon in May and then again at Paignton in July. Having just returned from the Western day at Paignton, I am pleased that several of the greatest diesel class have been preserved but my visits to Swindon Works to view the silent rows of the less fortunate locomotives leaves me bitter at the sheer waste of resources at a time when reliable motive power was at a premium.

But all in all the happiest memories from my little red book.

Whizzo Woods

At the end of October, we have **405 trees** in Whizzo Woods, thanks an increase of 19 since the last count - 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

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

First of all I am delighted to tell you that we have a publication date of 9th December for Julian Ogle's fantastic new book, "A Journey in Preservation - 50 Years of the WLA". 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.

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 don't want to splash out on the genuine article – although D1011 Western Thunderer is up for auction on 16th November at GW Railwayana – <https://www.gwra.co.uk/nextauction.html>



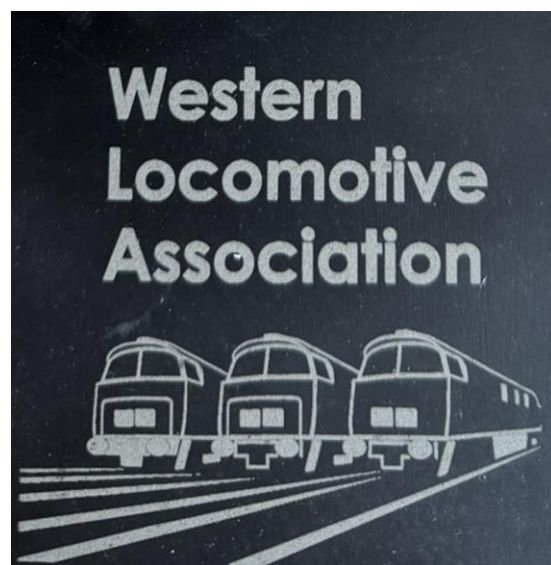
Nameplate WESTERN THUNDERER together with its cabside numberplate D1011 ex British Railways Class 52 Diesel Hydraulic built at Swindon in 1962. Allocated to 88A Cardiff Canton and withdrawn from Laira in October 1975. Cut up at BREL Swindon in Jan 1979. In face restored condition, the nameplate measures 104in x 8in and cabside 34.75in x 10in. The first time this set has appeared at auction.

Leicester based "Class 52 Nameplate Replicas" manufacture accurate reproductions of original Western diesel locomotive name and numberplates. These replicas are fabricated in exactly 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 is entering 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.



Looking at general merchandise we have received three sample slate coasters as you can see in the photograph. Please let me have your feedback by emailing sales@westernlocomotives.com



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.

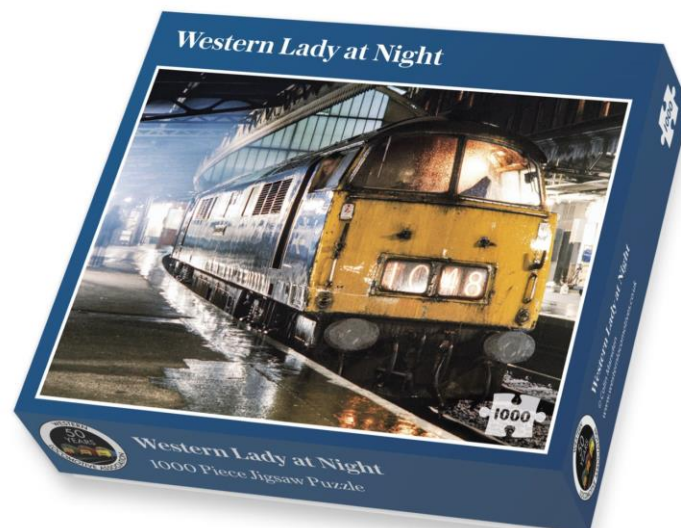
And some more “festive” reminders....

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!



Membership News

Thank you to you all for your continued support.

Please all remember to renew whenever you receive a reminder, or at the start of the year as your continued support makes it possible to do what we do.

You can join the WLA, or renew your membership in three ways:

- Payment by Credit Card (via Stripe) from our website – www.westernlocomotives.com
- Joining with a membership form and paying by cheque (including renewal) – post to Paul Tucker, forms can be downloaded from our website – www.westernlocomotives.com
- Downloading a Standing Order Form = as above

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

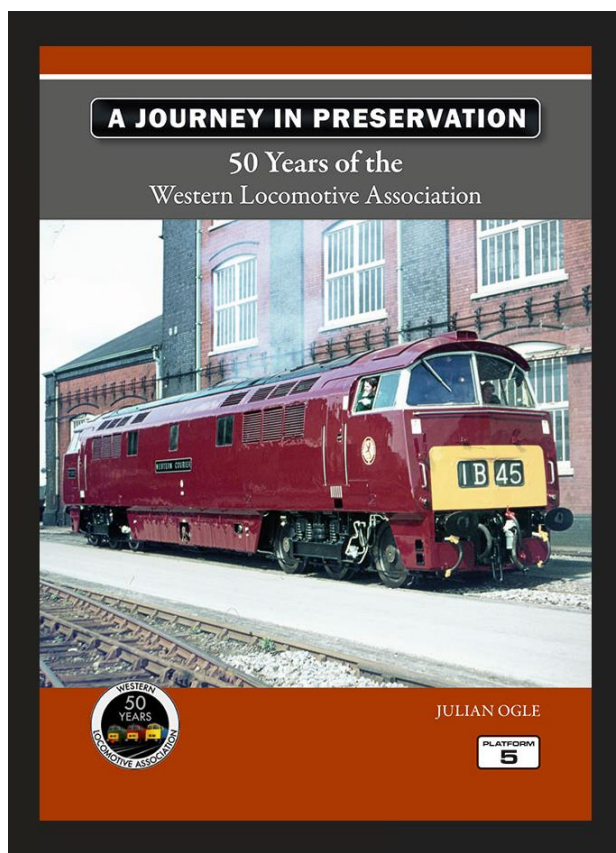
Just think, if every member persuaded one other person to join, we would double our membership! So why not step up to the challenge and help us to achieve our objective of doubling our membership.

We are also always looking for “Working Members” to come and help us with our work on the locomotives, and with all of the other essential associated work carried out at Bridgnorth and Kidderminster – no special skills are required to help, just enthusiasm and a good sense of humour. Of course, any engineers or railway professionals are VERY welcome.

If you are interested in helping us, please do not hesitate to contact any Committee Member or Working Member directly, or contact the WLA at [info@westernlocomotives.com/](mailto:info@westernlocomotives.com) or contact me at wp.finch@icloud.com

Book of the Month

Due for Publication on 9th December



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/New-Titles/Coming-Soon-A-Journey-in-Preservation-50-Years-of-the-Western-Locomotive-Association> Y

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.

56006 returns to traffic at ELR gala



The culmination of efforts by the Class 56 Group, assisted by volunteers from the Bury Hydraulic Group, 56006 has returned to service on the East Lancashire Railway after three years out of use. On September 14, the BR blue Class 56 departs from Burrs Country Halt with the 15.41 Heywood to Rawtenstall service. Ian Dixon

THE CLASS 56 Group has successfully returned 56006 to service on the East Lancashire Railway after it underwent significant attention to resolve a number of faults by its owner, assisted by volunteers from the Bury Hydraulic Group.

56006 has been based on the ELR for a number of years, but in recent times the owning group has struggled to keep the locomotive available for service on the railway as various electrical faults have occurred on the Romanian-built Class 56s fault detection circuitry. However, efforts have concentrated recently on thoroughly going through the locomotive to resolve them, carried

out by the C56G's technical officer, Mick Palfreyman, and Malcolm Kirkwood from the BHG.

With work at a suitably advanced stage, the locomotive was successfully restarted on September 7 and undertook some successful test running, which allowed the locomotive to take part in the ELR autumn diesel gala on September 12-14, when it covered all of the diagrams it was rostered to work.

Its use at the ELR autumn diesel gala came almost exactly 25 years after 56006 made its first-ever visit to the East Lancashire Railway, when it appeared as part of the

groundbreaking EWS Classic Traction Event on the Bury to Rawtenstall route on September 10-12, 1999, which saw the railway host a number of locomotives supplied by English Welsh & Scottish Railways from its heritage fleet.

For that event, 56006 attended freshly painted in BR blue, alongside 31110 *Traction Magazine*, 33202 *Burma Star*, 37351, 37906 *Star of the East*, 47306 *The Sapper*, 73129 *City of Winchester* and 73133 *The Bluebell Railway*. When

the EWS heritage fleet was disbanded, most of the locomotives were secured for preservation, but the Class 31 and 37351 were scrapped.

With the planned sale of main line-registered 56301 to DC Rail announced earlier this year, this will leave 56006 as the only member of the type to be represented in the preservation sector. More information on the Class 56 Group can be found at www.class56group.co.uk

WLA D1013 *Western Ranger* lifted

THE WESTERN Locomotive Association's long-running overhaul of Class 52 diesel-hydraulic D1013 *Western Ranger* at Kidderminster on the Severn Valley Railway took a significant step forward, when the locomotive was lifted from its bogies for the first time since it was bought for preservation.

Work on the overhaul has been progressing well in recent months, with the WLA now targeting a return to service for the locomotive at some point next year. The bogies are one of the final outstanding jobs that still needs to be completed.

The work on August 31 saw D1013 lifted on the jacks at Kidderminster depot to allow bogies to be removed from beneath the locomotive. The bogies will be given a

thorough clean and inspection, while it is expected that the bogie overhaul work will include the replacement of the springs, spring hangers, pedestal brackets and cardan shafts, along with a brake cylinder overhaul.

The WLA has already raised almost £40,000 towards the costs of overhauling the bogies for D1013; to support this, visit d1013bogiepaul.uk

The WLA now owns three of the surviving seven Class 52s, with stored D1048 *Western Lady* and operational D1062 *Western Courier* both also owned by the group and based on the SVR. Additionally, the Diesel Traction Group owns operational main line-registered D1015 *Western Champion*, which is also based at Kidderminster.

The 2024 diesel event season draws to a close

AFTER A busy September for heritage railway diesel events, October starts with the Severn Valley Railway Autumn Diesel Bash on October 3-6, just as this issue goes on sale. As reported elsewhere in this magazine, the event will see two Class 25s attending in the shape of South Devon Diesel Traction's 25262 and D7628 *Sybilla* and the preservation debut of 58023.

They will be joined by SVR resident Class 14 D9551, Class 17 D8568, a Class 20, 33108, 37263, 40106, Class 42 D821 *Greyhound*, Class 46 D182, 50007 *Hercules*, 50033 *Glorious*, 50035 *Ark Royal*, 50049 *Defiance* and Class 52s D1015 *Western Champion* and D1062 *Western Courier*. Full details of the event can be

found at <https://svr.co.uk/event/autumn-diesel-bash/>

The only other event with a diesel theme in October is the Gloucestershire Warwickshire Steam Railway's annual mixed-traction Autumn Showcase 2024 on October 26/27.

Although full details of the locomotives expected to work at the event had not been released as this issue was being prepared, serviceable diesel locomotives that could take part are 20228, Class 37s D6948 and 37215, 47105, 47376 *Freightliner* 1995 and 45149. The diesels will also be joined by the GWSR's operational steam locomotive fleet. More information should be published on the GWSR website in advance of the event at www.gwsr.com/events/autumn-showcase-2024



The Peak Locomotive Company has repainted its Class 44 Peak into BR blue, and it has also regained its TOPS identity of 44004, as it carried during its final years in service on British Rail. The immaculate *Great Gable* stands in Swanwick yard following completion of works on August 18. Bill Pizer

Other work is continuing to test various parts of the air system in *Repulse*, most recently the green AWS valves and horns.

The main generator has been returned from the electrical contractor and temporarily bolted into 50030 to avoid having to keep it outside under a tarpaulin. Both exhausters, both motor blowers and the scavenger fan were also returned. The first exhauster was fitted underneath the brake frame and wired in.

Now that the exhauster is in place, several other valves could be fitted above it. The mounting bracket for the AWS sunflower and button was refitted into No. 2 cab after cleaning and repainting, but the sunflower itself is awaiting repainting before it is fitted.

D1013 – Kidderminster: The big news is *Western Ranger* has been lifted and is in the air – and work has commenced on the overhaul of the locomotive's bogies, starting with B-end. This is a significant event – it is 52 years since D1013 was last lifted at Swindon Works.

Before the lift were four weeks of preparation work at Kidderminster, during which a number of different tasks were conducted, including successfully refitting a number of decompression valves and one of the 7-12 inlet manifolds back onto the B-end engine, and work on refitting the Saunders valves with new rubbers.

The refurbished actuator for the B-end pre-heater was fitted and assessed, and all was good. Ahead of this was some investigative work and as a result, the A-end pre-heater is now working again, with the internal spark box rather than the Porta-Spark having to be used.

Whilst further investigative work will be carried out into the power supply, it has been instructed that both pre-heaters should be run off the locomotive batteries rather than the shore supply. The shore supply is to be used only for charging the batteries.

There has also been further progress on the top-end overhaul of D1013's engine, the second manifold having been bolted back into position and now awaiting the next stage of the work.

In mid-August, attention switched to locating the equipment needed for the lifting of the locomotive. Time was also found to tap out the lifting bracket bolt holes; it was noted that the eyelets on the bogies on each corner also need cleaning in readiness for the lift, and on August 24 the locomotive was over the pit ready for the lift the following weekend.

On August 31, for the first time in more than half a century, D1013 was lifted and the bogies wheeled out for their overhaul to start.

While the lift was taking place, elsewhere further parts were being refitted to the B engine, which included the two intercoolers.

D1048 – Kidderminster: In early August, WLA members travelled to Butterley and collected the last spares for *Western Lady* and transported them back to Kidderminster.

They have now been safely stored in the containers; these will need going through at some point, but some useful items were identified, such as four lifting shackles. The locomotive's seats have been returned to the cabs.

D1062 – Kidderminster: While most of the attention for the WLA team has been on the lift of D1013, classmate D1062 has still been at work on the SVR. On August 10, D1062 was positioned on the pit and an under-frame examination was successfully completed. The vacuum bag at B-end was also replaced as it was showing signs of wear. Other jobs have included brake block adjustments and a good clean-up of D1062's bogies to remove the oil and dirt.

55009 – Barrow Hill: Some areas of the paintwork require attention, and these are in the process of being identified ready for remedial action. The locomotive is operational on one power unit (408), but the failed unit (451) will have to be swapped out. At present, returning *Tulyar* to service is taking priority.

D9015 – Barrow Hill: After the disappointment of power unit 417 failing so soon after installation (*Railways Illustrated* issue 260),

investigations into the failure have continued. Engineers checked the fuel cam quadrant on power unit 423 to check for the correct readings, which are 40 degrees between C-B, B-A and 80 degrees between C-A camshafts, and all was found to be correct.

The Deltic Preservation Society engineers went to check power unit 417 and C-B camshaft was 224 degrees out, which proves that the unit has dephased. It seems like the power unit has failed with the same fault it suffered in 2003. This will be confirmed once the unit is removed.

Power unit 430 is being prepared as the replacement. All the old hoses and clips within the triangle are being replaced with new, modern hoses which are on order. After pressure-testing for any leaks, the phasing case can be refitted, along with refurbished main and ancillary generators. A power unit swap will then take place, and preparations for this has commenced.

Electrically, progress continues, sometimes accompanied by frustration as the fixing of one fault has a habit of leading to the discovery of others, but the electricians continue their thorough and systematic work and are doing an excellent job.

Other volunteers are continuing preparing new cab floor panels which will complete the refurbishment of the cabs. A surprise find in the stores recently was an original fire pull cover, which was fitted.

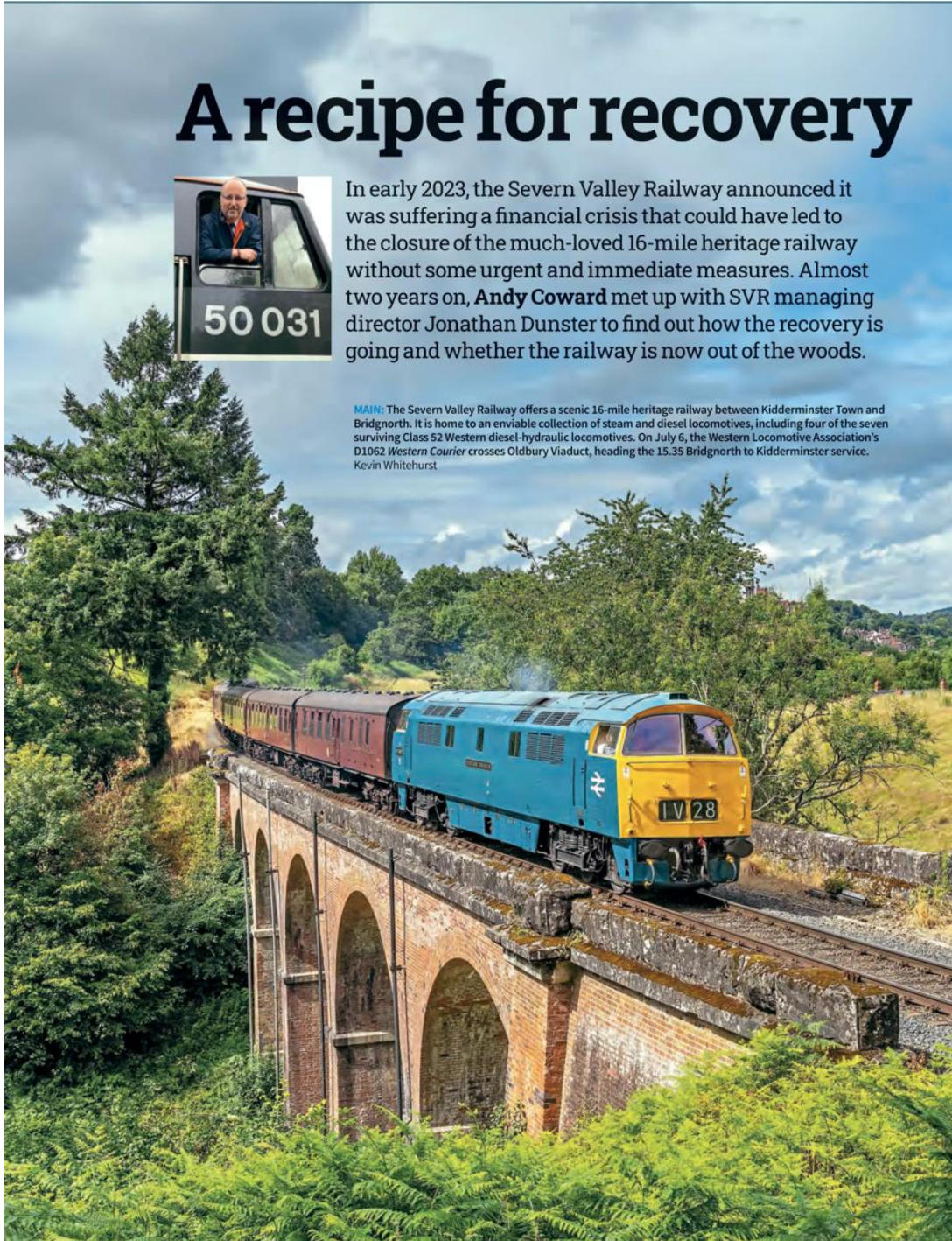
FEATURE | Meet the Manager

A recipe for recovery



In early 2023, the Severn Valley Railway announced it was suffering a financial crisis that could have led to the closure of the much-loved 16-mile heritage railway without some urgent and immediate measures. Almost two years on, **Andy Coward** met up with SVR managing director Jonathan Dunster to find out how the recovery is going and whether the railway is now out of the woods.

MAIN: The Severn Valley Railway offers a scenic 16-mile heritage railway between Kidderminster Town and Bridgnorth. It is home to an enviable collection of steam and diesel locomotives, including four of the seven surviving Class 52 Western diesel-hydraulic locomotives. On July 6, the Western Locomotive Association's D1062 *Western Courier* crosses Oldbury Viaduct, heading the 15.35 Bridgnorth to Kidderminster service. Kevin Whitehurst



➔ **RUNNING LINES**

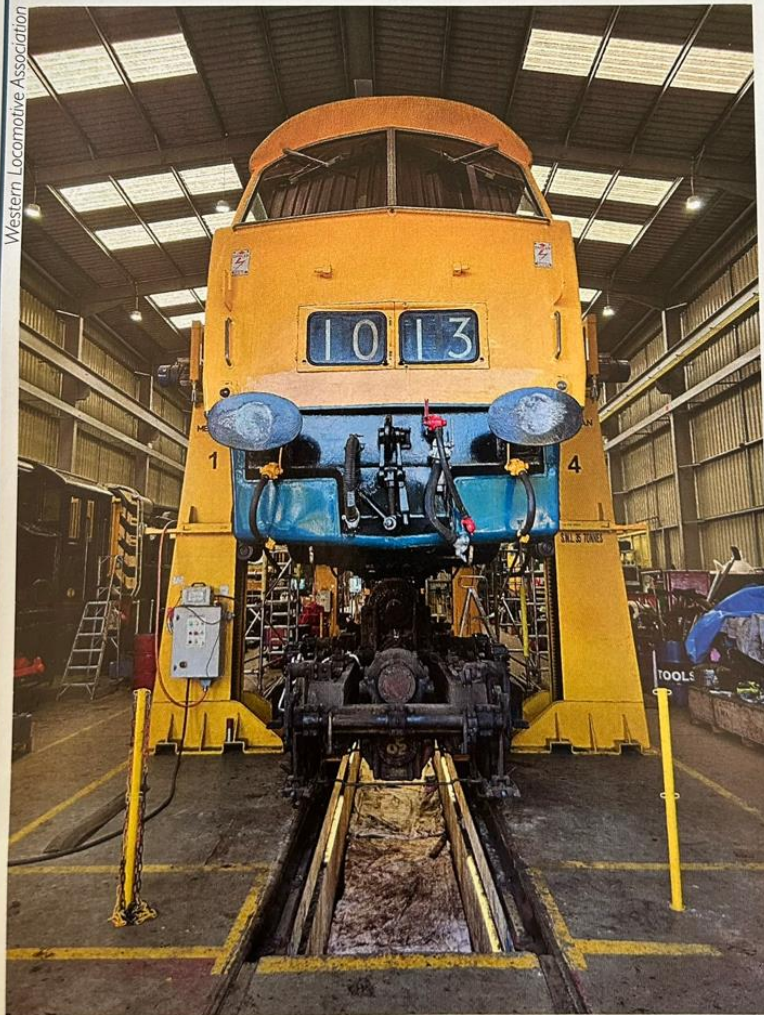
'WESTERN' LIFTED

Western Ranger has been lifted off its bogies for the first time in over 50 years. The Class 52 is undergoing overhaul at the Severn Valley Railway.

The lift will allow Western Locomotive Association engineers to clean No. D1013's bogies and their key components and to assess their condition. Other jobs to be completed before the diesel-hydraulic hauls its first train since 2009 range from overhauling and rebuilding the 'B' engine and turbo, to fitting new air-brake hoses and non-destructive testing of the drawgear.

The WLA is unsure exactly when *Western Ranger* was last lifted from its bogies. It could have been during its last visit to Swindon Works between August and November 1972. If not, then it was in 1970 when the locomotive received a fresh set of bogies.

Western Locomotive Association



Severn Valley Railway News – Running Dates & Events



WINTER DIESEL DAY

Monday 30 December

[BUY NOW](#)

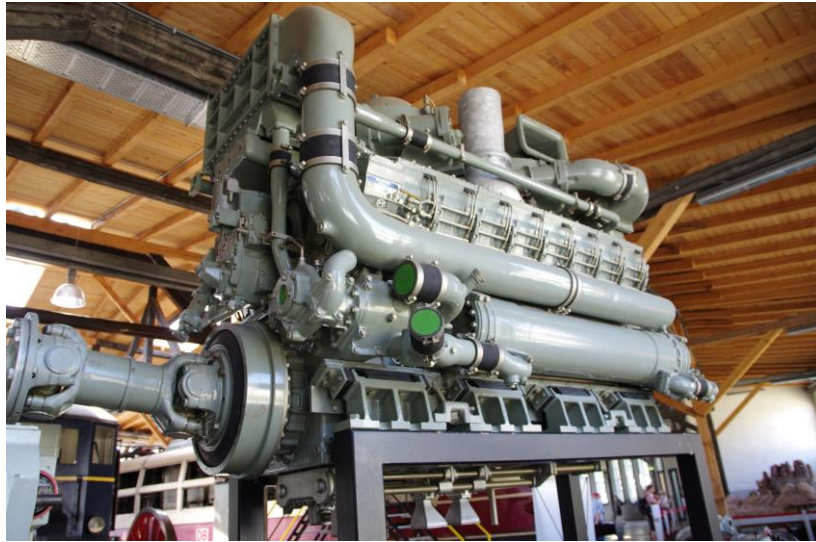
The Winter Diesel day returns on Monday 30 December 2024 and we're looking forward to lots of diesel traction care of the SVR home fleet. The Station gift shops, cafes and restaurant kiosks will also be open selling food and warm drinks.

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

Member's Forum & Gallery

Let's begin this month with some international hydraulic interest with some pictures from **Nick Huband**.

"During the summer, I visited Bavaria, and visits included one to 'Locomotive World' at Freilassing, a former roundhouse. Somehow, I could not resist taking photos of the Maybach engine removed from a DB BR218 and a hydraulic transmission (from which loco I do not know). Lighting inside a roundhouse is not the best even though it was pristine inside and very sunny outside."



Now for something special and the start of our **"12 Memories"** slot.

I have received these very special pictures from **Simon Renshaw** who says...

"I admit, I have loads of unpublished/unshared shots, so I have attached an initial dozen that might be of interest, I spent a week in each August of 1974 and 1975 chasing Westerns and the majority come from this time. Locations were rather samey, so I have tried to mix it up a bit."

What a MIX UP – thank you Simon.

We start with D1045 at Plymouth, August 1974



D1046 at Laira, August 1974



D1046 at Plymouth, 21st August 1975



D1041 at Old Oak Common, 29th January 1977



D1049 at Acton Main Line, 17th July 1974



D1050 at Paddington, 19th July 1974



D1050 at Royal Oak, 18th July 1974



D1023 at Royal oak, 5th February



D1052 at Exeter, August 1974



Now, two shots of D1048 at Old Oak Common, 6th February





And we end with D1053 at Laira, 18th August 1975



Let's have your pictures shared with our members in the next e-Newsletter – please send them to me.

Our Members Memories and Pictures from The Autumn Diesel Bash

Richard Hargreaves

D1062 at Bewdley on 4th October



& again on the 5th October



Andrew Royle

D1015 Foley park 04/10



D1062 Bewdley 04/10



D1062 Bewdley 5/10



D1062 Foley Park 4/10



Closing Notes and Book Ends

In Memory of Chris Shields - D1062 was due to run with a commemorative headboard at the Gala in memory of our friend Chris.



Remember our Spanish members – this one particularly made me chuckle!



And we do end with the intensity of the competition to be the youngest WLA member increasing – with Arabella perhaps now in front – thanks Mark Perry for sharing the pictures.



If you know of anyone with an interest in the railways of the 1960s and 70s, or has a craving for anything diesel hydraulic, or remembers seeing the magnificent Westerns whilst in service, please encourage them to join us.

We are also looking for members to come and help us with our work on the locomotives, and all of the essential associated work at Bridgnorth and Kidderminster that makes what we do possible – no special skills are required to help, just enthusiasm and a good sense of humour, of course any engineers or railway professionals are VERY welcome.

If you are interested in helping, please do not hesitate to contact any Committee Member or Working Member directly, or contact the WLA at info@westernlocomotives.com or contact me at wp.finch@icloud.com

Please keep sharing with me your photographs, memories, stories and experiences, so that they can be shared in the e-newsletter with members, keeping the e-Newsletter interesting, informative and fun.

Next Member's e-Newsletter should be available on or around **1st December 2024.**

<https://westernlocomotives.com/>

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