



## WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on  
Thursday, 10<sup>th</sup> July 2025 at 7.30pm

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

### 1. Apologies for absence

There were no apologies for absence.

### 2. Minutes of Previous Meeting

The Minutes of the previous meeting held on 19<sup>th</sup> February 2025 were approved.

### 3. Matters Arising

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Contact had finally been made with Derek Payne and that the materials for the outstanding work for the Formica desk work for D1013, plus the top rubber door seals, had now been returned to Kidderminster TMD, along with brake gauges off D1013. Robin Jones had been notified that the brake gauges were back in stock and would arrange for their overhaul as and when required. It was understood that Rob Andrews and Coop would undertake the remaining cab refurbishment on D1013.

#### ***All to note***

The Charities Commission had approved the change in the Objects of the amended Articles of Association, to allow for the adoption of D1048 as a locomotive, rather than as spares, which would now be put forward for approval at the AGM, along with amended wording being progressed with Ian Clayton and Jonathan Sandiford, including Membership categories to match the web site. The matter would also be discussed at the forthcoming Management Committee meeting, being held on the 12<sup>th</sup> July 2025. It was also noted that Paul Finch has been added as a Responsible Officer.

We would need to clarify that no submission for Gift Aid had been made for 2020/21 and resubmitted, if necessary, before the end of September and that any paperwork/electronic storage would need to be recovered from Jon Aston which would be followed up.

***IC/RSS***

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Darren Shelmerdine had previously confirmed that a demonstration was awaited regarding the transmission project on D1013, before the project could be rolled out further and that contact would be made with Paul Medley and Ian Jackson for one of his next visits to Kidderminster. It was also agreed that Robin Jones would be involved to ensure that any safety concerns were dealt with. Assuming everything was satisfactory, the next stage of the project would be to deal with "B" end of D1013, subject to approval.

**DS**

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A discussion took place regarding the proposal to hold two Obbo trips previously considered for 2022 (attached to the stock) as a tribute to Greg Heathcliffe and Henry Coates, plus the single Obbo day out for members/friends. With the cost quoted at £2k per Obbo (plus food), it was agreed that this would not represent value for money with services only reaching Hampton Loade following the embankment failure, north of Sterns. The proposal would be deferred to 2026.

**All to note**

It was noted that our active Membership number had increased from 560 to 611, which was now a 100% increase since 2021.

Whilst a new Running Agreement had been proposed via the Diesel Committee, there were significant differences and shortfalls compared to our current Operating Agreement. These had been made known to the Committee and further work was expected before the Running Agreement could be considered any further.

**All to note**

It was noted that there still remained an engine to transmission shaft for D1013 which needed to be refurbished, which remained budgeted for. Following discussion, it was agreed that as the previous shaft was "missing" that we might as well source a new shaft for "A" end which would be the preferred option anyway. It was agreed that a quotation be obtained; the current budget for this item was £4,850.

**DS**

An AGL 123 Maybach Turbo Charger had been purchased from IMS at a cost of £4.5k and shipped to Global Turbocharger Solutions at Lincoln, along with a kit of parts from our stocks plus other parts from suppliers. It was understood that the turbo charger had been stripped of parts, ready for overhaul and reassembly, which eventually would be fitted to "B" end engine of D1013. A further turbo charger overhaul would be necessary for "A" end of D1013, once "B" end had been completed.

**RSS/DS**

A discussion had previously taken place regarding work carried out on D1062's "A" end and "B" end bogies, where various shafts had been replaced but where the paperwork was missing. It was thought that with a concerted effort involving Pete Sandham and Robin Jones, the paperwork could be resurrected, which would then enable the locomotive to venture out on the main line again. Darren Shelmerdine confirmed that he was about 50% through his paperwork.

**DS**

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## Page 3, item 3

The shuttle valve issue on D1062 had been removed and cleaned but had not resolved the oil pressure issue with “A” end transmission when the engine was shut down. Paperwork was required for the shuttle valve and further investigation was necessary into the cause of little or no oil pressure. This in itself had precluded D1062 attending the Rail 200 event at Derby.

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

**MT**

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

**All to note**

The replacement set of batteries for D1062 had been purchased for £7,085 which had been delivered to Kidderminster on two pallets, complete with cables, straps and links. Darren Shelmerdine had inspected the delivery and confirmed that the invoice was OK for payment. Unfortunately, no supplier could be found for the boxes (required for D1048) but it was understood that Mike Tromans might be able to make a set. Once the batteries had been installed on D1062, the old batteries would be transferred to D1048 and then D1048’s current batteries would be traded in for scrap.

Darren Shelmerdine had previously advised that whilst a CMS course had been organised by the SVR to enable Robin Jones (and others) to sign off safety critical work for the locomotives, a breakdown in communication meant that Robin Jones was unable to attend the course. This meant that Darren Shelmerdine was now the only WLA Working Member to sign off work. This was considered to be unacceptable and risked the D1062 being unavailable for traffic with too much reliance on one person. The SVR had been contacted to see if a course could be arranged for Robin Jones by Geoff Armstrong, where, if necessary, the WLA would be prepared to contribute if other people could attend, or maybe in full if this was exclusively for the WLA. It was thought that it might be useful for Jack Baldwin to attend too and possibly Graham Gant. Whilst the SVR had acknowledged our request for a course, it was understood that the course might be run in September 2025.

**RSS/DS**

## Page 4, item 3

Access to the PayPal account to set up a funding account for D1048, from D1048’s web site had now been resolved.

**RSS**

## Page 6, item 7

It was noted that the SVR was due to reopen the full length of the line to Bridgnorth from the 25<sup>th</sup> July 2025. As the SVR had raised sufficient funds to cover the excess costs, the WLA would simply focus on D1062’s availability for service.

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The 20 ft container to be used for frequently used spares and for work in progress had been purchased from Lion Containers Ltd at a cost of £5k (including lining out with insulation). The container had been delivered to Kidderminster TMD and would now need to be fitted out with racking etc.

*RSS/DS*

The micrometer for the injector plungers had been purchased. A digital calliper measuring device was required at a cost of approx. £150.00.

*DS*

It was understood that a DTG Member had purchased a printer for producing such items as BR double arrows and data panels. There was no requirement for the WLA to contribute towards the cost of the printer.

A request had been made to acquire two to three heaters for the containers, which could go ahead, if required.

*DS*

Page 7, item 8

The thrust brackets had been purchased for D1013 at a cost of approx. £1,500.

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The printer for producing credit card style Membership cards had been successfully been used for replacing all Membership cards, with new cards being issued as and when, to new Members.

#### **4. Finance Report**

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

Bank:	£246,216
PayPal:	
<b>Total:</b>	<b>£246,216</b>
Budget:	(£71,300)
Contingency	(£30,000)
Hangers	NIL
Batteries:	NIL
<b>Available funds:</b>	<b>£144,916</b>

Made up of:

Restricted funds D1013:	£14,220	(D1013 Bogie Appeal)
Restricted funds D1048:	£6,147	(D1048 Preservation Appeal)
Unrestricted:	£124,549	

A review of proposed and agreed expenditure was as follows:

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**PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 10<sup>th</sup> July 2025**

Brake Gauges:	£1,400
Batteries for D1013:	£7,100
Brake System D1013:	£10,000
Brake Cylinders D1062:	£1,500
Engine Parts D1013:	£6,000
1 x short cardan shaft for D1013:	£4,850
Turbo Rebuild for D1013 "B" end	£7,000
Turbo for D1013 "A" end	£7,000
Repaint D1062:	£1,000
Kidderminster Tools:	£1,000
Additional Container	£5,000
Oil Sampling:	£500
Spare Bogie Lift:	£6,000
Transmission Project:	£8,000
Contingency:	£5,000
<b>TOTAL</b>	<b>£71,300</b>

**5. WLA Business Plan & Supporting Documents**

Following the Chairman's half year report to the Management Committee, it was agreed to put forward some suggested additional wording for the Guide to Volunteers concerning the need to avoid complacency, plus the need for good communication and cooperation. In addition, it was agreed to consider further, the sample Management Risk Assessment provided to the Directors. A Zoom meeting would be organised to discuss further.

**RSS**

**6. Charity Officer**

In addition to two other potential candidates, Haydn Mudford had officially confirmed his interest for the position of Charities Officer from November 2025, with the following message:

"Further to our recent meeting I would like to apply for the vacant Chairty Officer position with the Western Locomotive Association (WLA). I have been a member since 1997, was a committee member for over ten years and was the original Charity Officer from 2006 to 2015 being responsible for successfully registering the WLA as a Charity in 2006. I then set up the Gift Aid process which raised over £41,000 by way of Gift Aid claims along with Grants from PRISM and National Lottery Heritage Fund whilst in post. I also held the post of Acting Treasurer for a couple of years, until a permanent officer was elected. Now retired, I envisage that I will have more time to dedicate the committee work once again as from November if needed. I look forward to hearing from you in due course."

The application would be made known at the forthcoming Management Committee meeting being held on the 12<sup>th</sup> July 2025.

**RSS**

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## **7. Locomotive Maintenance & Operation for 2024/25**

Darren Shelmerdine reported that D1062 remained In traffic and that an "A" Exam had been successfully carried out with Robin Jones recently. Unfortunately, due to a lubrication issue with the "A" end transmission, D1062 would not be able attend the Rail 200 Event. Whilst investigations are ongoing, a theory has been put forward and which will require the transmission to be drained of oil.

It was noted that D1062 had been in traffic since 2008 and that many of the issues we've come across since, has been the basis for the additional work on D1013. Any lessons learnt from the current issues will form a mitigation plan on D1013 and onward to D1048.

A new set of Batteries are now ready for fitting to D1062, anticipated in September or soon after. D1062's old Batteries will be shared between D1013 and D1048 for testing until D1013's batteries have arrived.

Darren Shelmerdine highlighted the lack of help from Working Members on occasions, which had led the Chairman to include the need for greater teamwork and improved communication within the WLA, to be discussed further, at the Management Committee meeting.

Taking the pressure off D1062 by returning D1013 back into traffic would work in the WLA's favour in many different aspects.

## **8. D1013 Overhaul**

Darren Shelmerdine reported that "B" end bogie was still out and awaiting materials to complete. The main job is the welding of the Equalising Beams and Thrust Pads. With Ian Williams busy on various jobs on stock attending the Rail 200 event, he's not been available. Another company, Applied, has been approached and they can carry out the welding at their workshop in Burton on Trent. A date for the work is yet to be set.

Due to access issues, the Bogie missed its slot on the pit for the Torque Reaction Rubbers to be attended too. This work will be carried out later in the year.

The bolts for the "B" end Thrust Brackets have been completed by the SVR with the blanks made up for "A" end.

With the Hydro Shunter due to move out of the TMD next week, there's going to be a reorganisation. Following this, D1013 will be shunted back inside for work to continue.

The Turbo Charger for D1013's "B" end engine, is work in progress for its overhaul in Lincolnshire.

It was agreed that a new set of Batteries will be ordered once the wooden battery boxes have been made.

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## **9. D1048 Assessment**

The assessment continues and finally, an inspection of the No. 2 Final Drive had been carried out on “A” end bogie. There was a large amount of emulsified oil on the Pump Plate, which was not surprising. After it was cleaned it was determined that the pump was working in both directions. The inside of the Drive was inspected and cleaned as much as possible.

From what could be seen, there was no “blueing” on the gears and the bearings seemed ok. However, there will have to be further assessments carried out. Inspections had also been carried out on No.1 and No.3 Final Drive. Both looked to be in very good condition. All three Final Drives were topped up with fresh oil. This will preserve what we have and help clean the insides. The axle boxes had also been greased.

All in all, the inspection at “A” end was quite encouraging and the locomotive appears to be in better condition than some people had thought. Darren Shelmerdine confirmed that it was the intention to provide an initial report the AGM.

## **10. Any other business**

There was no further business to be discussed.

## **11. Dates of next Meetings**

Saturday, 12<sup>th</sup> July 2025 at 12.30pm: Committee Meeting at Kidderminster Museum  
 Wednesday, 8<sup>th</sup> October 2025 at 7.30pm: Board Meeting by Zoom  
 Saturday, 11<sup>th</sup> October at 12.30pm: Committee Meeting at Kidderminster Museum  
 Saturday, 15<sup>th</sup> November at 12.30pm: AGM at Kidderminster Museum

[www.westernlocomotives.com](http://www.westernlocomotives.com)

The Western Locomotive Association Limited is the owner of D1013 Western Ranger and D1062 Western Courier on the Severn Valley Railway, Bridgnorth, Shropshire and is a Company Limited by Guarantee Registered number 3873466  
 Registered office: 5 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG The WLA is registered as a charity under number 1115058