



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Wednesday, 19th February 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 5th December 2024 were approved.

3. Matters Arising

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Ian Clayton confirmed that Derek Payne had been removed as a Trustee.

Ian Clayton and Paul Finch agreed to try and make contact with Derek Payne regarding the outstanding work for the Formica desk work for D1013, plus the top rubber door seals, to see when these items could be completed or collected. Ian Clayton offered to collect as he lived nearby.

IC/PF

Ian Clayton advised that he was awaiting the Charities Commission approval for 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. Approval was expected in April 2025. In addition, some further changes to the Articles were being progressed with Jonathan Sandiford including the Quorum requirements at the AGM. A copy of the Abridged Minutes of the last AGM meeting were being prepared for the Courier Magazine.

IC

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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.

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 was approx. 560 which was holding up very well against the previously reported number of 563, despite the large numbers of renewals expected at the end of the year. There was, therefore, everything to gain with our objective to achieve our target of 600

All to note

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 would be no increase in the SVR contribution towards the DFE courses in 2025 and it was not known how these might be affected by the line being opened only as far as Hampton Loade. For 2026, the contribution would be £500 for a half day or £1,000 for a full day.

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

DS

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

DS

It was noted that a turbo would eventually be required for “A” end engine of D1013 and that a suitable German replacement was available from IMS. It was agreed that further details would be sourced and that a budget of £7k was provided for. The item was confirmed as an AGL 123 Maybach Turbo Charger which was available for £8k but subsequently reduced to £5k as the turbo was in an unknown condition and did not spin. It was agreed to make an offer of £4k and if a counteroffer was made, it would be referred back to the Board.

RSS

A discussion had taken place regarding previous work carried out on D1062’s “A” end and “B” end bogies, where various shafts had been replaced but where the paperwork was missing. It was thought that with a concerted effort involving Pete Sandham and Robin Jones, the paperwork could be resurrected, which would then enable the locomotive to venture out on the main line again, especially as we had received an invite to attend an important event at Derby in 2025. It was noted that in theory, the bogies were in better condition than when it last went out on Network Rail but just needed the paperwork to back up the work undertaken. Both Pete Sandham and Robin Jones confirmed that they would be checking their paperwork and Darren Shelmerdine would be doing so, likewise.

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Since the last meeting, it was confirmed that Pete Sandham had submitted most, if not all the paperwork for work carried out in 2018, leaving paperwork missing from 2020. Robin Jones advised that once the exam had been completed on D1062, he would turn his attention to the missing paperwork and try and resurrect or at least document work carried out in more basic terms. A meeting will be required to progress this further.

DS/RSS

Ian Clayton expressed his concern that missing safety critical paperwork would undoubtedly fall on the Directors/Trustees where potential liabilities were concerned and reiterated the comments made by Robin Jones at the last Management Committee meeting that the Directors must take steps to ensure that this must be never allowed to happen again.

RSS/PF/DS/IC

The shuttle valve issue on D1062 needed to be resolved by being replaced, cleaned or replaced.

DS

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

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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.

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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, further progressing would be required.

RSS

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Unfortunately, D1062 was not able to operate in the SVR's Winter Diesel Gala 2024 event despite efforts to resolve the pre-heater issues and rectifying the air pressure safety valve, which was now all work in progress for the current season. Darren Shelmerdine confirmed that D1062 would not be attending the NYMR during 2025 due to the current workload with D1013. However, it was hoped that D1062 could attend the Rail 200 event at Derby in August 2025, subject to the paperwork issue being resolved.

All to note

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The new web site for D1048 was now available for developing further and could be seen at:

<https://d1048appeal.uk/>

It was noted that we need to gain access to the PayPal account to set up a funding account for D1048, otherwise any funds would be recorded for the D1013 Bogie Appeal. Peter Bamber would be contacted in the first instance to see what could be done, along with developing the site further.

RSS

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:	£191,681
PayPal:	
Total:	£191,681
Budget:	(£70,250))
Contingency	(£30,000)
Hangers	(£15,484)*
Batteries:	(£7,085)
Available funds:	£68,862

Made up of:

Restricted funds D1013:	£37,461	(D1013 Bogie Appeal)
Restricted funds D1048:	£5,268	(D1048 Preservation Appeal)
Unrestricted:	£26,133	

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

It was good to report that the lottery scheme had been very successful, having raised around £2.6k thereby contributing some £1.3k towards the locomotives.

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 19th FEBRUARY 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
TOTAL	£71,300

5. WLA Business Plan & Supporting Documents

Following the Management Committee Meeting held by Zoom on the 12th February 2025, the updated Business Plan Vs. 1.3 had been approved, along with the ESG Policy document Vs.1.2, Environmental Policy Vs.3.1, EDI Policy Vs.3.1 and the Guidelines for WLA Volunteers document Vs.4.2. The supporting documents were all incorporated within the Business Plan which was now available as a PDF download document from the WLA website, for anyone to view. It was suggested that following a discussion with Alan Berck-May that we might like to consider incorporating a WLA Management Risk Strategy document, and a sample would be provided.

RSS

6. Charity Officer

It was recorded with great sadness that due to worsening health issues that Jon Aston would be relinquishing his responsibilities as Charity Officer. It was agreed that rather than co-opt someone straight away as a replacement, we should confirm with Jon Aston's wife first before taking any immediate action. At the present time, we had two potential candidates who might be able to cover and there could be others if we drew up a job description and offered the position to the membership. Ian Clayton agreed to correspond with Jon Aston's wife first and then we could take matters from there.

IC

7. Locomotive Maintenance & Operation for 2024/25

Following the recent SVR embankment failure north of Sterns, it was not known how an adaptive timetable would affect the WLA with the service running from Kidderminster to Hampton Loade and the WLA business plan had allowed for reduced SVR income by 50%.

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The Board had agreed in principle to help the SVR but preferred to wait until the full extent of the damage and costs to repair were known. The type and level of support would be considered at the next Board meeting, although a discussion could take place in the meantime, if necessary.

All to note

A review of the present work required on D1062 confirmed that we were more or less on-track to complete everything in time for the running season. Current jobs included the greasing of all cardan shafts, greasing up f the bogies and axle boxes. With the locomotive booked back inside Kidderminster TMD from 10th to 20th April, these jobs could be completed along with several other items scheduled for this time, plus the continuing "B" exam. A Working Members Meeting had been scheduled for Saturday, 15th March at Kidderminster, primarily to review the outstanding work required to ensure that all jobs can be completed.

All to note

A discussion took place regarding the opportunity to purchase a 20ft container to replace an existing container at Kidderminster TMD, provided that the old container could be scrapped by the WLA. It was understood that the cost of the container would be approx. £3k which would fall within our current container budget of £5k. Once acquired, the container would be fitted out with racking and shelves and used for frequently used spares and for work in progress. It was noted that for 2026, we may consider a 40 ft container to be placed above C4, which would require steps to be fabricated at a cost of £3k in addition to the cost of the container and fitting out. This would then be used for D1048 and strategic spares.

All to note

An opportunity had arisen for the diesel groups to purchase a printer for producing such items as BR double arrows and data panels. It was agreed to contribute towards this item, estimated at around £200.

DS

There was a requirement to purchase a micrometer for the injector plungers, with current estimates at around £300 to £400, although efforts were being made to source at lower prices and this was approved.

RSS/DS

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

DS

8. D1013 Overhaul

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

It was hoped that once the Hydro Shunter project had been completed that there might be more opportunity to have D1013 located inside on Road 3 as originally envisaged. It was agreed that Paul Finch and Darren Shelmerdine would keep in touch with Roland Bull direct, to see what could be done.

PF/DS

The recent NDT testing carried out on "B" end bogie had been very successful with no cracks found. Further tests would be required underneath the bogies, once we had access to the pit from 17th May to 6th July 2025.

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A quotation had been received by Graham Gant to replace the thrust brackets on both bogies at approx. £1,500. This expenditure was approved as being part of the bogie overhaul project.

DS

9. D1048 Assessment

Mike Target providing updated more specific information on the overall condition of D1048, which included:

- Both engines had been barred over with no signs of rust or corrosion
- Both turbos could spin
- “B” end Cooler Group would probably be in need of repair or overhaul if we are to stand any chance of running on one engine in two years’ time.
- The electrics would be capable of turning over both engines

Other items previously reported were:

- “A” end reversing mechanism on the transmission (North British) was seized
- “A” end Smiths Overspeed box was corroded and in need of replacement
- Some brake pipe work was completely corroded and in need of replacement
- The steam pipe lagging would need to be removed when inside the TMD.

Further details on the condition of D1048 would be provided, which could be used for good effect for the new web site.

MT

10. Any other business

The printer for producing credit card style Membership Cards had just been purchased and was currently with the Chairman for setting up and testing, before being sent to the Membership Secretary.

11. Dates of next Meetings

Saturday, 15th March 2025 at 12.30pm: Working Members Meeting at Kidderminster Museum
 Wednesday, 2nd July 2025 at 7.30pm: Board Meeting by Zoom
 Saturday, 12th July 2025 at 12.30pm: Committee Meeting at Kidderminster Museum
 Wednesday, 8th October 2025 at 7.30pm: Board Meeting by Zoom
 Saturday, 11th October at 12.30pm: Committee Meeting at Kidderminster Museum
 Saturday, 15th November at 12.30pm: AGM at Kidderminster Museum

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