



Western Locomotive Association e-Newsletter – August 2025

Welcome to your August WLA e-Newsletter and your monthly update on all things WLA.

Firstly, my apologies for the late delivery of your e-Newsletter this month but July has been a rather interesting month for me personally as just 3 months ago, following a regular blood test, I received a call from my doctor to say that they had identified high PSA levels, a possible indication of prostate cancer.

Following a whirlwind journey through the NHS, who have been exceptional throughout, and confirmation that I indeed did have prostate cancer, I have this month been into hospital for an operation and am now in recovery. Hopefully come September, I will be back at the Severn Valley Railway and getting involved again.

I share this as a message to all of you male WLA members – please ask for a regular PSA test, do not let them say it is not needed which is what they tried to say to me. It is a simple addition as part of any blood test and hopefully like me, you could catch the early signs of any cancer developing and take action before it becomes more serious.

But let's move on, July of course has been another busy month, when are our months at the WLA not busy!

The month started with both D1013 and D1048 over the pit lanes in the TMD for the last week of their booked stay, allowing us to continue working on them. Then on Friday 4th July, we had our first Diesel Footplate Experience of the year with D1062, which was a great success – read on for a full report. Following the DFE, D1062 operated service trains over the first weekend of the month on Saturday 5th and Sunday 6th and was then out again on Thursday 10th and the following weekend of Saturday 12th and Sunday 13th, so a busy start to the month. Subsequently, D1062 has been called upon to support the railway for many more operating days as the hot weather continued through the month and steam operations were limited on the Valley.

Behind the scenes, a Board Meeting was held on Thursday 10th followed by a Committee Meeting on Saturday 12th – steering the WLA forward and in the right direction.

D1062 then had some time over the pit from Sunday 20th to Wednesday 23rd for examinations, and on-going scheduled maintenance, just ahead of the BIG event of the month – the re-opening of the Severn Valley Railway through to Bridgnorth on Friday 25th July. This big re-opening has been all over the news and will not be reported on here, all the attention on the day being focused on the visit of the Flying Scotsman and its haulage of the first passenger service back to Bridgnorth,

This did unfortunately have an impact as our Driver Footplate Experience scheduled for Friday 25th July had to be postponed, so apologies to any of our members that were booked for this DFE. This I know has now been rescheduled and the positive of course being that the DFE will now cover the full line again to Bridgnorth.

And to end the month, we will be attending the "Rail 200 The Greatest Gathering" event at Derby, where our superb Sales Team will be representing the WLA. A report on this will follow next month.

Unfortunately, the planned attendance of D1062 at The Greatest Gathering had to be cancelled at the last minute as a low oil pressure issue has been identified on the locomotive's "A" end transmission when under tow without the engine running. Oil pressures are OK when the engine is running but we are not prepared to take the risk of the locomotive being towed on the main line with the engines shut down until we have addressed this low oil pressure issue.

This is of course the focus of our attention at the moment, and we will address as soon as possible but please accept our apologies for any disappointment caused from the locomotive not attending The Greatest Gathering event.

So, let's look at some of the best pictures shared with us in July, starting with Steve Bartlett's shot taken whilst passing the TMD on the 9th July showing two blue Western's sandwiching one of the Class 20s.



The Diesel Traction Group's D1015 Western Champion has also had a busy month out on tour and also visiting a number of other Heritage Railway Lines, and of course I will be sharing the best of the pictures shared with us by our members.

To start, with D1062 in the background, and looking on maybe jealously, the DTG's D1015 is seen leaving Kidderminster in the way to Alton and a visit to The Mid Hants Railway. The unique Clayton can also be seen in the background behind D1062.

Thanks to Peter Squire for sharing this with us.



Let's end this month with another challenge !

Below is a message received from one of our Working Members with so very interesting content – please read and see if any of you can add to this and substantiate and maybe have pictures.

“

Paul

Whilst Paul (a different Paul!) and myself were enjoying ourselves on Sunday we got into conversation with a chap called Chris from Perth. He told us about the time he lived in Glasgow and had seen D1031 Western Rifleman on Eastfield. He also had friends in Edinburgh that had seen 3 Westerns on Motorails as a result of a 'work to rule' and the locomotives not being exchanged further south. I have had a few conversations recently along these lines and no doubt others have too so I was wondering if we could find a way into the monthly email?

Dave

“

In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair.
- D1013 – A Progress Update
- D1048 – A Progress Update
- 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

Well, another busy month has just passed with several running days, not to mention our first Driver Footplate Experience (DFE) course which, needless to say, was thoroughly enjoyed by all participants! Darren ran the morning course with myself running the afternoon one, and with one unexpected slot spare, two of our members – Paul Finch and Peter Bamber gladly stepped into the breach and were able to do a drive too! One thing's for sure, it's great to see people having so much fun with the Western – no wonder these courses fill up fast!

During July, you may have noticed that D1062 has been running around with the head-code 1B81 at "A" end and 1V95 at "B" end (probably because no one has bothered to change them!). Anyway, it's nice to know that the head-codes we set do get noticed from time to time as Bob Dunn recorded "In the early 70's 1M22 was booked to be worked by a Western from Plymouth through to Birmingham New Street and passing through Bromsgrove just after the bell went at Aston Fields Middle School at the bottom of the Lickey Incline. Us spotters would run to Finstall Road Bridge to see it or, later that evening, walk over the fields from Finstall to see it return on 1V95. So, yesterday, the SVR time machine took me back to that time. An absolute privilege to be able to drive this beautifully restored locomotive and all credit to the Western Locomotive Association for keeping it in fine fettle." Thanks Bob!

Congratulations by the way to Alan Berck-May who recently passed out as a Class 52 Driver and who took D1062 out on his first official drive on the 17th July! Alan used to be a Secondman on Thousands at Old Oak Common back in the day and has plenty of stories to tell! Alan said "that it was always an honour and a privilege to be able to drive Thousands and now it's just a dream come true in preservation. My thanks to Roger & Darren for their training on D1062 which helped me achieve that dream!" Just great that he's now passed out to drive but not sure why it took him so long!!

Of course, whilst all the above was going on, the Severn Valley Railway was working hard to regain possession of the line at Mor Brook Bridge, between Hampton Loade and Bridgnorth, which was achieved on schedule and officially re-opened on Friday, 25th July with an LNER locomotive (Flying Scotsman!). Over the last few months, the SVR had employed a specialist engineering contractor CML who had excavated 2,500 tonnes of material from the track formation and embankment and installed a concrete footing with over 100 concrete blocks each weighing 2.5 tonnes, with a huge amount of back-filling. Various other specialist contractors and individuals were also involved in what was a herculean effort overall and our thanks to Jonathan Dunster and all those who helped to restore the line. Needless to say, the sight and sound of a Thousand climbing Eardington Bank has now been made possible once again!

On the administration side of things, a Board meeting by Zoom was held on the 10th July followed by a Management Committee meeting on the 12th July at Kidderminster. A lot of work is being done behind the scenes to prepare for our 51st Annual General Meeting on 15th November 2025 at Kidderminster Museum, where we will be voting on changes to our Articles of Association, bringing them up to date and including the addition of D1048 Western Lady (and any other Class 52 locomotives) to our Objects. A special thanks to our Legal Officer - Jonathan Sandiford for all his hard work on this! So, as you can imagine, quite an important meeting for us all, so please make a note of the date for our AGM and attend if you can – thank you!

See you on the Valley!

Roger Smith
Chairman



D1013 – A Progress Update

D1013 “B” Bogie Update as at end June 2025

Details of work carried out so far during 2025 follows -

Bogie Frame

The main objective at the start of 2025 was to get the top surfaces of the Bogie framework ready for NDT Inspection (Dye Penetrant Inspection) of weld joints. NDT was carried out on 5th February by Applied Inspection with no defects found. This enabled the team to apply Red Oxide primer followed by Chassis Black to all areas that had been prepared.

Photos below show the level of scraping and cleaning required.



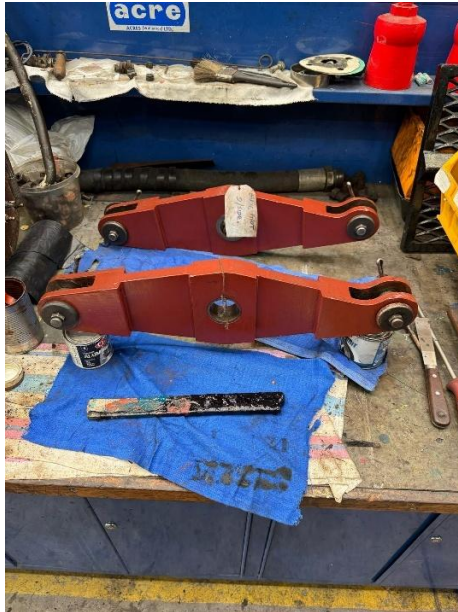




Brake Rigging

All the Brake Rigging has been scraped, cleaned and had a coat of Red Oxide primer and Chassis Black. Some of the rigging has been refitted temporarily to facilitate movement of the Bogie at a date to be confirmed.





Intermediate Gearbox

This has been scraped clean, washed down and had a coat of Red Oxide Primer and Chassis Black applied. Inspection of the Oil Pump has still to be completed.





Equalising Beams

Also on 5th February, the Central Pivot weld of 2 off Equalising Beams were NDT Inspected (Dye Penetrant Inspection), no faults were found.

These 2 Beams were then moved back to Bridgnorth for the 'Top Hat' bushes which are pressed onto the Central Pivot to be fitted. During this process it was noted that one of the Beams has a straightness issue which is going to need specialist attention by a sub-contractor.

The remaining Beam along with another Beam will be going for welding of the 'Top Hat' bushes during July, again a sub-contract activity.



The new Pedestal Brackets have had new grease pipes manufactured and fitted by our colleagues at the Severn Valley Railway (ESMP Department). The Brackets have then had a coat of Red Oxide primer and Chassis Black applied.



During March 2025 the long-awaited new Spring Hangers (17 off) were delivered. 8 off have had new Spherical Bearings pressed in and now await the Equalising Beams before fitting can commence.

Brake Cylinders

During May 2025 we took delivery of 42 off new Brake Cylinder Seals courtesy of our friends at the DTG who had purchased a batch for themselves, us (WLA) and the DEPG.

The Brake Cylinder stripping has commenced, surprisingly the internal condition of those stripped to date is excellent and no additional work is required. (Last overhaul 2002)

Thrust Brackets

Both the Front and Rear Thrust Brackets have been scraped and cleaned.

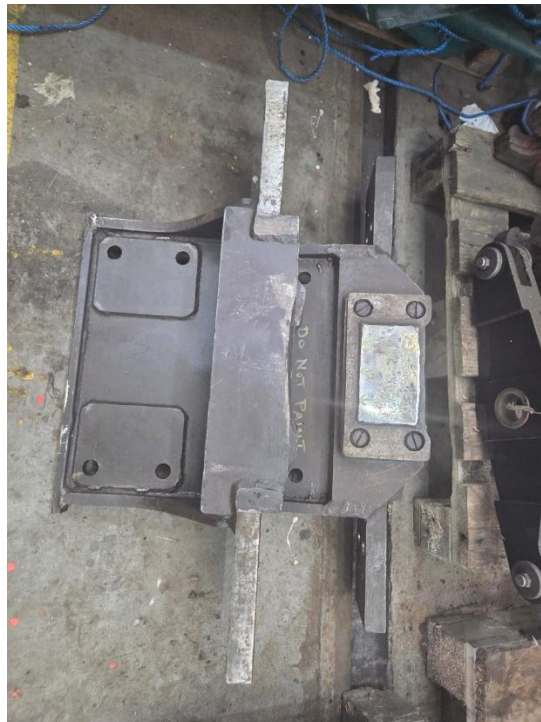
The Front Bracket Thrust Pad Manganese Liner has a cracked weld, this will require the attention of a specialist welder. As previously mentioned in an earlier update, the Rear Bracket requires a completely new Thrust Pad.

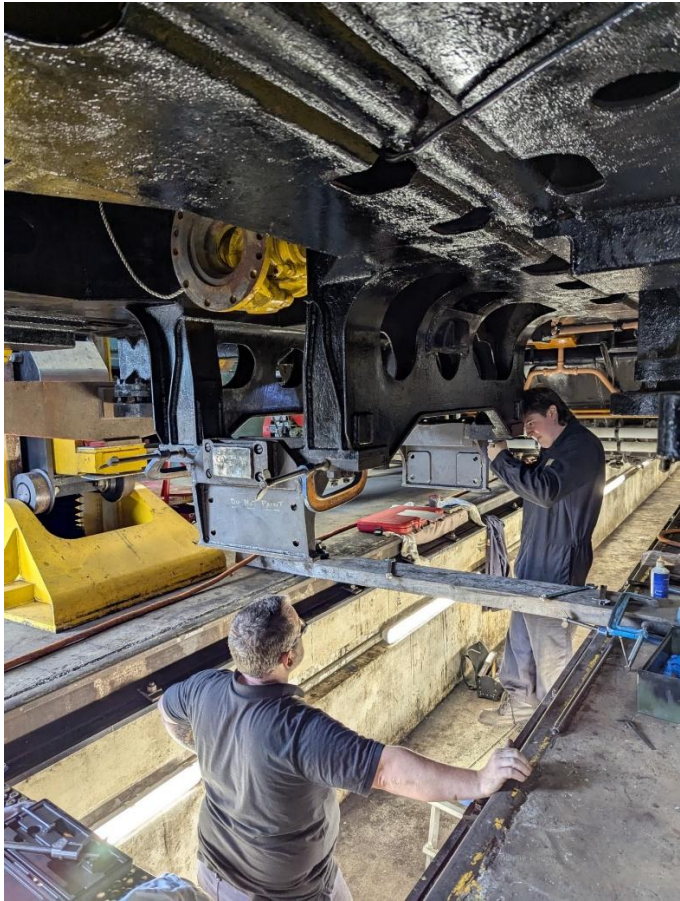
A Purchase Order has been placed for a small batch of new Thrust Pads, both Front and Rear, these are due for delivery in July. Once received they will require the attention of a specialist welder to attach new Manganese Liners.

On 17th May (Diesel Gala Saturday), D1013 was placed on the Jacking Area in the TMD and the Jacks positioned to carry out a lift, unfortunately due to a technical fault with the Jacks it was another 2 weeks before the lift took place.

The Thrust Brackets were bolted and clamped in place to their respective positions of the Underframe.

Our colleagues from the SVR ESMP Dept. have reamed out all the existing holes and manufactured new Fitted Bolts, this is a procedure which was carried out when Class 52's were in revenue earning service with BR and official BR drawings exist for this work.







Air Piping

This has been scraped, cleaned and had a coat of Red Oxide primer and White Gloss paint applied.

“A” End Bogie

Work to remove years of baked on brake dust, grease and grime has commenced on the underside of “A” end Bogie whilst D1013 has been on the Lifting Jacks, this is required to enable NDT Inspection of Bogie Frame welds from below to be carried out.

D1013 is now back on the DTG accommodation bogie as at 28th June 2025.

All photos courtesy of WLA Working Members.

D1048 – A Progress Update

Further progress has been made on D1048 with a new overspeed box recently fitted.

The pictures below follow on from last month's update – just to add a little extra visualisation – “a team has been progressing the evaluation / assessment work on D1048 and all 3 Final Drives on “A” End Bogie have been cleaned, drained, inspected and filled with new oil. Greasing has also been carried out to prevent any deterioration and to aid with the future preservation. Particular focus was on No 2 Final Drive as this is believed to have run hot many years ago, but a visual inspection revealed it to be in good condition.”

I am also pleased to report our positive progress was reported this month in Railways Illustrated – see “Media Coverage” later in this e-Newsletter.

The team below D1048 and some internal views of the final drives.





News Update – July 2025 (All pictures supplied by Working Members present at the time)

Wednesday 2nd July

Dave H and Greg M were busy underneath D1013 cleaning all around the final drive at “A” end.



Three generations of Western Region motive power lined up outside of the TMD.



Friday 4th July – Driver Footplate Experience

Our first DFE of the year was a great day and all involved enjoyed the experience of driving this fantastic locomotive.

It's early in morning as D1062 is seen immediately after both engines have been started and Alan BM is seen preparing the locomotive for movement.



And the wonderful view as we proceed out into the yard before leaving for Kidderminster Station. Nice to see 50 031 Hood back in the yard and receiving some attention, 20 141 and of course D1015 at rest in between all of its various trips in the month.



And a close up of that view is worth sharing.



The smiles sum up everyone's feelings on the DFE days – Darren in charge and one of the lucky drivers.



Being the first, and last Class 52 DFE to terminate at Hampton Loade, here is the view as the locomotive prepares to run around the stock.



An even better picture with added human interest and Fiona enjoying here time at this stage in the rear cab, prior to taking over the controls.





Back to Bewdley and ready for the second trip of the day.



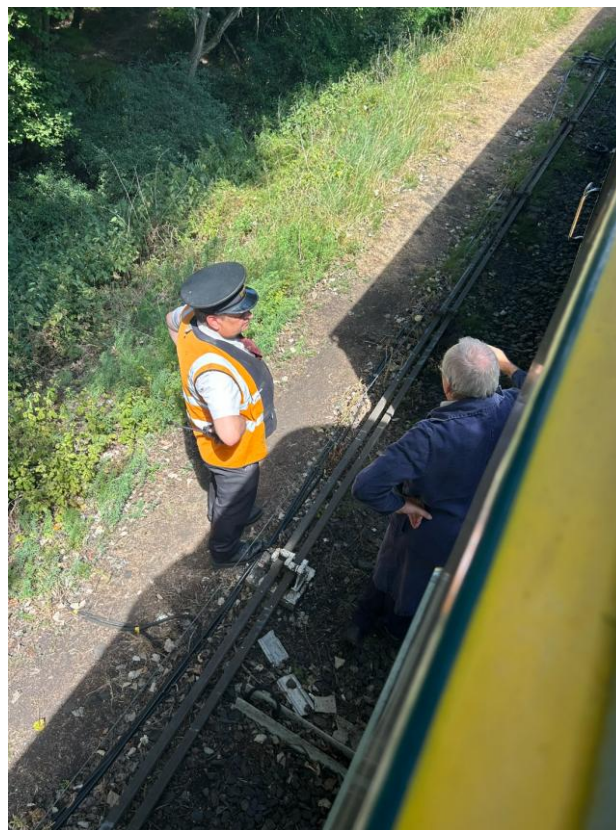
Concentration is evident as one of our drivers is tuitioned in departure protocols.



Back to Hampton Loade and I am not sure what is best – the perfect blue skies oversetting perfectly the yellow end of D1062, or a smiling Peter Bamber having a great time looking after the participants.



Driver / Instructor and Signaller in deep conversation.



And a must for the records – the awarding of certificates after a successful day.





And all of the above was just the morning of the DFE day, with Roger taking over as driver instructor from Darren in the afternoon.

We did share the day with a Steam Footplate Experience Day as can be seen below.



And of course, more certificates awarded.



The following pictures have been shared by some of the participants who enjoyed their day and so are shared now with you all.

We start with pictures from Ian Mundwhyler...





And thanks also to Fiona for sharing the following...

“What a day yesterday was... 4th July Independence Day but more importantly driving D1062 Western Courier. It has been one of my Bucket List things to do. My passion and love for Westerns all started at Dawlish with my Dad & Mon and my two brothers back in the late 60s / early 70s. Thanks to all of the WLA Team for making my day perfect with my partner Pete who also got to drive Western Courier.”





Saturday 5th July

It was back to the day on Saturday 5th following the DFE the day before.

The job list for the day to ensure that the pits were cleared of any of our equipment and cleaned following our occupation. Also, to check that there was no damage to the pit lights, which have been taking a bit of a battering recently.

All oils to be returned to the containers and old oil in the receptacle to be drained before its return to the containers for storage.

Peter Bamber and team stepped up to the challenge and all work was completed – and reported all pits lights operational and undamaged.

Following this, D1048 was to be shunted back out into the yard.



At the same time, the new batteries for D1062 were 100% connected and are now ready to be fitted.



Sunday 6th July

It was reported on Sunday 6th that a test was carried out on D1062 operating on “B” end only with “A” engine shut down to establish the lubrication pressures in the transmission at “A” end as this was a concern and essential for a mainline transit move to Derby and attendance at The Greatest Gathering.

Unfortunately, there was no noticeable oil pressure in the transmission when running at speed at “A” end. It is known that the input driven lubrication pumps are not the best at the job and tend only to work at higher speeds than the 25 mph possible on the SVR. However, some pressure was expected.

This issue of course will need further investigation and an action plan put into place.

Just to note, this is not an issue at “B” end where the expected oil pressures are recorded.

Of course, D1062 was out and about on the 6th with The Chairman at the controls, and recorded giving a fine performance, since firstly moving around one of the ubiquitous Class 50's.



Roger is then recoded backing Courier onto the stock.



Also spotted that day, a certain WLA Secretary busy on his mobile device !



Our chairman's report, following his three days of driving – The SVR got their monies worth out of the WLA over the three days, with an additional round trip to Hampton Loade on Saturday and a mega shunt all Sunday morning around the TMD yard before the afternoon's service train – a Class 52 used as a shunter, interesting.

The locomotive however performed faultlessly and finished the weekend on the turntable road with 400 gallons of fuel, with all oil levels checked and looking good, although the exhausters were requiring a top-up.

Some more of our Chairman's memories....



It was also reported / noted that it was a year ago that Josh passed out as second man on D1062, and on his one-year anniversary was back doing a second man turn on the same engine, on the same day. Congratulations Josh.



Wednesday 9th July

New Working Member Mark was recorded getting stuck in, preparing D1062 for duty the following day – Thursday 11th July.



And D1013 sunbathing by Coop!



Saturday 12th July – Committee Meeting Day

Planning was progressing regarding the “A” end transmission oil pressures on D1062 and with a day of service trains head, it was another opportunity to make some progress, the plan being to fit some gauges ahead of the locomotive going out on service, with further monitoring taking place throughout the day whilst the locomotive operated in various modes.

Another job for the day – the top of the central final drive needs the paint stripping from the bolts and the from the area where the top casting mates with the centre.





The entire WLA Fleet is seen in the yard resting on Saturday 12th .



Sunday 13th July

A record for the diary, as Sunday 13th was Alan Berck-Mays first turn as driver on D1062, as noted in Notes from this Chair – a successful day with D1062 seen below after Alan's first turn, disposed and in the TMD with other Class 52's for company.



Mark Perry was also out and about that day capturing Alan at work with D1062 seen firstly approaching the Stourport Road Bridge near Kidderminster. and then at Countryside Halt.



And then later in the day, recorded at Countryside Halt.





Saturday 19th July

Reports from last weekend confirmed that the oil pressure in "A" end transmission when "A" end engine was off were minimal and certainly not as expected or required. Thoughts started to be formulated around draining the oil from "A" end transmission and remove the access panel from the sump and the lubrication auxiliary pump intake, a job requiring the side pit. At the same time, new gaskets would be fitted and see need to be ordered. This work is likely to take place over the weekend of 2nd August. Prior to this, the area around the access panel needs cleaning and an IBC or oil drum prepared to drain the oil into. Access to this area is not easy, being located above the "A" end bogie, second man side, between axles 2 & 3. Visible is the sump plug which is the access panel.

Further gauges are also to be fitted which will allow us to monitor the transmission under certain conditions and of course compare with "B" end. Conditions include – engine shut down with locomotive moving, both forwards and in reverse; engine running and taking power with locomotive moving both forwards and in reverse; monitoring when power is reduced back to idling.

On a side note, 3 torque wrenches have also recently been tested in order to ensure that they are compliant – 2 passed the tests but 1 failed and so will be adjusted and retested to bring it back into specification. This testing is carried out annually.

Recorded today by Coop, a rather empty yard but plenty of hydraulics on view.





Sunday 21st July

D1062 is seen working what would have been the first steam service to Highley – on this last weekend of run rounds at Hampton Loade, with the line due to open all the way to Bridgnorth on Friday 25th.



Tuesday 22nd July

D1062 is seen operating, deputising for 50 033 on the S2 turn, as the 50 was involved in testing in readiness for services returning to Bridgnorth on Friday.



And following a failure, D1062 is captured going to the rescue, as a cavalcade of locomotives prepares to depart for the Watercress Line Diesel Gala.



Wednesday 23rd July

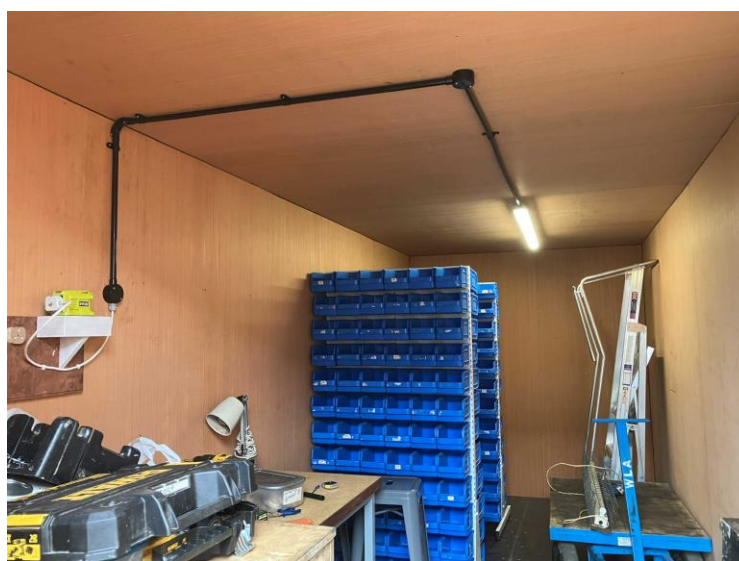
Mark and Mike checked all the oils on D1062 following yesterday's running day, all being reported as OK. All oil drums and coolant drums were topped up and the boiler room given a clean and tidy. Equalising beams were also greased.

The transmission plate was also cleaned in readiness for the work scheduled for early August.





Coop was also busy in our new container – fixing the battery lighting, new lin bins, and recording the arrival of the Flying Scotsman, and capturing some hydraulics!





Saturday 26th July

The Sales Team were out and about with the WLA Sales Stand at the GWSR Diesel Gala – with so much space, and a good day of takings.



Saturday 26th July

The line to Bridgnorth is open again and Mark Perry was there to record the return of D1062, in amongst the comings and goings of the Flying Scotsman. Starting with the 10.55 from Kidderminster and D1062's first arrival of the day into Bridgnorth, followed by D1062's first run round. It is great to be back.



Arriving into Hampton Loade from Bridgnorth....



And awaiting the arrival of the Flying Scotsman.



And of course, back on Erdington Bank – thanks to Joshy Brinsford for this picture.



Sunday 27th July

Thanks to Peter Stokes who was out recording D1062 in action.



And a final update this month from Coop – who has reported that racking and pallets have been received for fitting in the new container – and soon fitted.

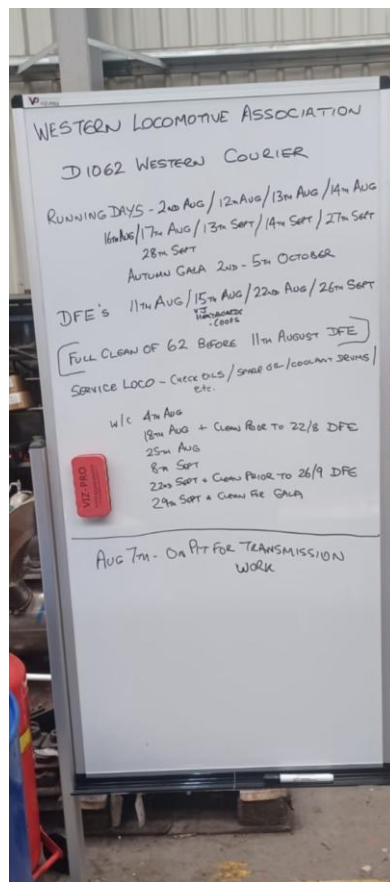


End Note.

As the month draws to a close, most of the locomotives from the TMD have travelled to The Greatest Gathering in Derby which runs from Friday 1st August to Sunday 3rd August, leaving a very empty yard, but the perfect opportunity to end with another picture of our fleet.

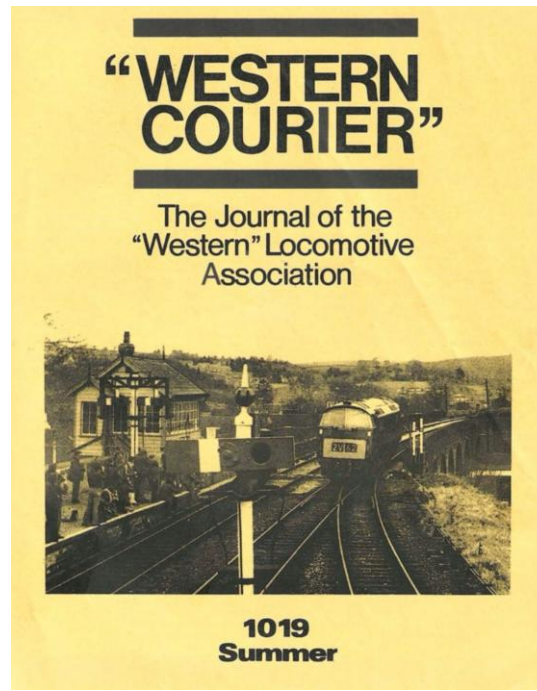


Also, now installed in the TMD are White Boards for each locomotive in order to try and aid communication and so that Working Members when arriving at the TMD can quickly and easily see what work needs to be done without having to look back through the Working Members WhatsApp Group on their mobiles.



The work on D1062's "A" end transmission has now been rescheduled from Saturday 2nd to for Thursday 7th August and further updates will be provided next month.

Western Courier



Impressions of a Non- Believer, by Mark Valentine

I ought, I suppose, to begin by confessing to an appalling crime, I am not and have never been one of those curious creatures who are called train spotters, or more formally, railway enthusiasts. It might be assumed therefore that I have no business writing in a magazine devoted entirely to this engaging hobby, but I feel an obligation to convey my impressions, primitive and untechnical though they must be, of the occasion when I waited for 4 hours on a cold comfortless station platform solely in order to see an expected Western (I believe it was more sacred in that it was double headed) and I was not waiting to catch the train or to collect its number.

Quite what it was that induced me to arise at an unearthly hour on a normally peaceful Sunday morning, when it was bitterly cold, and I could still be reposing serenely under a mound of blankets, I do not know. Nor can I recollect now why I agreed to cycle a 50-mile round trip, Northampton to Banbury and back, merely to catch a fleeting glimpse of a train which meant very little to me. I had seen a revered Western only once before and then quite by accident at our local station. And I must admit that this engine, which could send various acquaintances into ecstatic paroxysms when merely referred to, had little effect on me.

The journey to Banbury was not without hazards, most notable a futile attempt to repair a tyre puncture with chewing gum! – but eventually, we (for I was accompanied by two genuine enthusiasts, who were anxious to clap eyes and camera lenses on the forthcoming machines) did arrive at the small town station. There can be few more dreary places than a deserted railway station on a sold miserable Sunday afternoon, with its peeling advertisements, shuttered kiosks, empty sweet machines and almost complete lack of life. And we had 3 hours to wait, the monotony broken only by the occasional bite at a fast-disappearing sandwich.

After 2 hours, nothing could have persuaded me of the magic of trainspotting, although trains did pass by with an erratic regularity. I gathered from my erstwhile colleagues that these were essential non-entities, duffs, the common herd of the train world, though frankly, I would have been hard put to differentiate between these and the much-awaited double-headed Western.

Two and a half hours gone and signed off activity occurring. A gang of British Rail workmen enlivened the situation slightly by doing some repair or other on the track. A little later, and four primly attired gentlemen

sauntered up and proceeded to unveil a selection of expensive camerawork with which, I gathered, they two were intending to photograph the ubiquitous Western.

It must be hard for an enthusiast to imagine the desperate exasperation which a non-enthusiast feels when watching them engaged in their hobby. Here were four fully grown adults, obviously quite affluent and fully sane, and they chose to spend their Sundays taking photographs of an obscure though in some way special train which might pass their way.

But to action!

The signal has fallen. A few minutes, then, a faint rumble could be discerned in the distance, no different to several other rumbles that had occurred throughout the afternoon, but apparently instantly recognisable to the initiated as the train we had all come to see – the double headed Western! From beyond the bend, a strident double hoot on the horn, then the snub front of an engine appeared, the noise increased in volume the enthusiasts bent in anticipation over their cameras, and an assortment of carriages, pulled in magnificent style by two special Westerns, thundered through, oblivious to the excitement that their brief visit stirred on the cold platform.

So that was it! A moment at most, coming, through, gone. That, it seemed was that. It was over. I am afraid I am still so insensitive as not to realise the special something which trains, and particularly Westerns, hold for their fans, and to be essentially unmoved by the sight of a never previously seen number. But I can appreciate that to many thousands of adherents, the pastime is uniquely inspiring and compelling. And I also understand the urge of such enthusiasts to conserve what they regard as of special interest, even if this means very little to me.

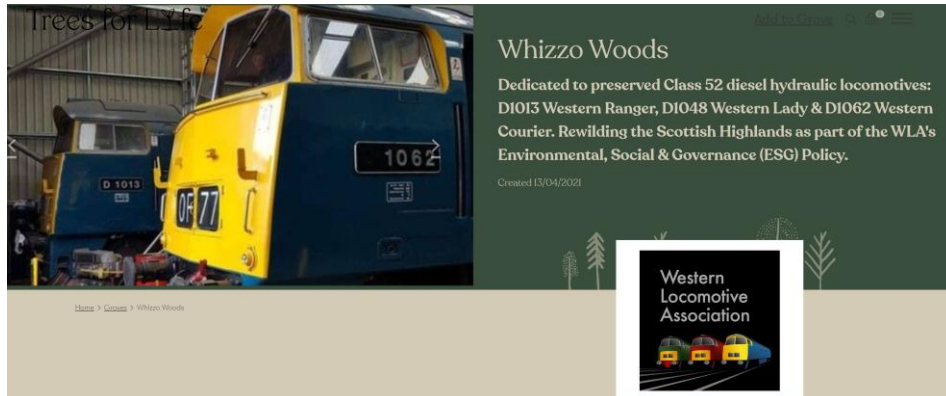
Therefore, best wishes to the Western Locomotive Association, may it always be successful and good hunting to all of you who persist in this bizarre but obviously rewarding hobby.

Note :- For those to whom it means something, the momentous occasion recounted above occurred on 20th April 1975. It was the British Railway excursion “Western Enterprise” that passed through, and the locomotives involved were D1023 Western Fusilier and D1051 Western Ambassador.

Whizzo Woods

At the end of July, we have **477 trees** in Whizzo Woods, an increase of 6 trees since the last count - thank you all for your continued support of this initiative, not long before we hit **500 trees – just 23 to go - we are getting there!**

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

This latest update has been provided whilst Mr Bamber busy at The Greatest Gathering in Derby!

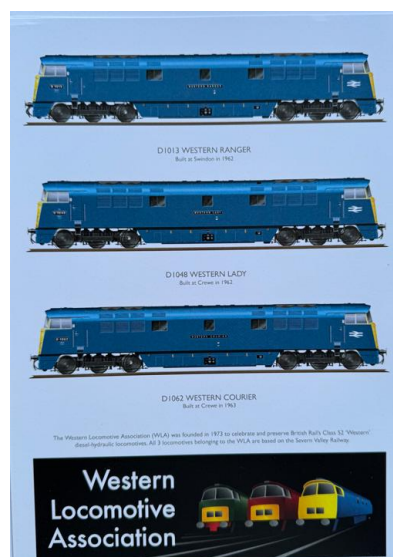
We have had a donation of The History of the World's Railways, in two bound volumes, published in the 1970s by the New English Library and nicely bound in good condition. The magazine covers are in a separate folder and as usual members are being offered first refusal, just email sales@westernlocomotives.com if you are interested.

We have had a fund of anecdotes whilst at the show but my favourite was the guy who wanted desperately to travel on the Western Tribute Rail Tour but couldn't get a ticket. He managed to get on the train standing in the corridor of the first coach and when the gripper came round he fully expected to be thrown off at Reading. To his shock and delight he was charged the excess fare and sternly told that he was not entitled to a seat. RESULT! We will have the full story in a future edition.

We also met James Green, a member of the Guild of Railway Artists, whose best painting, in my opinion, is Peaks at St Pancras. He wants to do a Western print next, starting in a few months' time. We have offered to help him find the right photo to base his picture on and to welcome him to the TMD to study the fine details of our lovely locos. We will of course be offering prints for sale, probably at the Spring 2026 Gala.



Talking of prints, our very own Lady Boy Mike Tromans is close to finishing his latest painting - The Three Amigos - and we are hoping to have prints available at the Autumn Gala from 2nd to 5th October. And our latest print features our three locos side on and will be available in the online store later next week.



Finally, our usual appeal for books, models and memorabilia for us to sell at the October Gala, particularly Class 37 related, and as always thank you for your continuing support.

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.

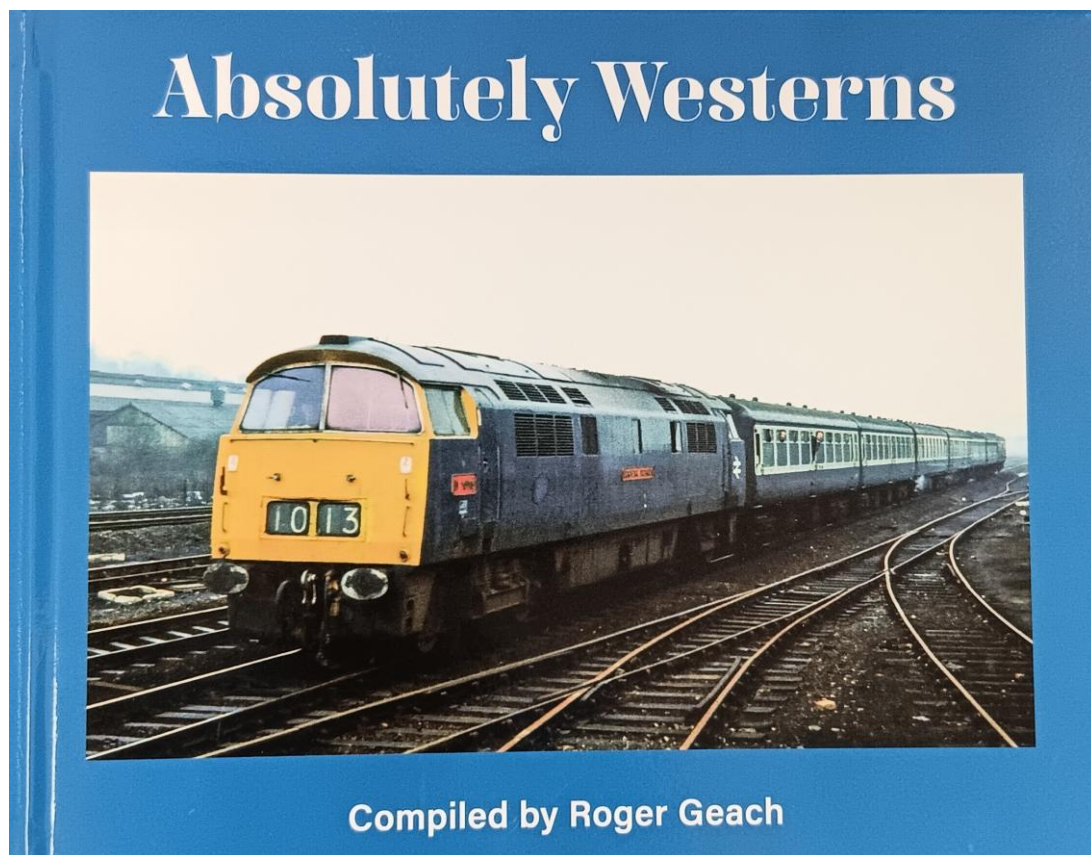
Just think, if every member persuaded one other person to join, we would double our membership! So why not step up to the challenge and help us to achieve our objective of doubling our membership.

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 (for the 3rd month)

The latest book by Roger Geach – “Absolutely Westerns”



The Western Regions might Class 52 locomotives left an enduring legacy, captivating rail enthusiasts across the country. In “Absolutely Westerns”, the late Peter Crawley’s passion for these legendary machines is brought to life through his rare and evocative photographs.

Compiled and expanded with detailed captions and additional research, this book offers a fascinating glimpse into the final years of the Westerns, from their workings on the Swansea to Leeds service to memorable moments at Plymouth, Reading and Dawlish. Featuring insights into excursions and railtours of the era, this is an essential read for those who fondly remember the Westerns and the golden age of British Rail.

A long-awaited publication, this book stands as a fitting tribute to Peter Crawley and the enthusiasts who dedicated themselves to documenting these iconic locomotives.

Price - £17.50

Availability now at [Absolutely Westerns - Western Locomotive Association](#)

Another book is coming out in the summer entitled "Demise of the Diesel Hydraulics" by Steve Marshall with some 200 photos with captions. Steve has generously said that he will donate the proceeds from the book to D1048 Western Lady.

Media Coverage

NEWS | Heritage



Hymek D7017 has undergone a body overhaul with lots of welding and rubbing down and will appear in early BR blue with small yellow warning panels and light grey window frames. Harry Spencer

because the NYMR has had to switch to a diesel-hauled timetable in the face of an elevated lineside fire risk.

Now that some rainy weather has replaced the weeks of continuous sunshine, the NYMR will gradually reintroduce steam haulage on a controlled basis.

47105 – Toddington: Both Class 47s at the GWR, 47105 and 47376 *Freightliner* 1995, have had their B-exams completed and 47105 has been used on a number of trains already in the early part of the running season.

47105 ran for one weekend with temporary metallic plates in memory of well-known and respected photographer and Class 47 enthusiast Mark Hare, who sadly died earlier in the year. The plates were applied in his memory as he was a big supporter of the Brush Type 4 Fund.

D1010 – Williton: The DEPG team has continued its work to make the loco body presentable and viewable at June diesel gala, even though it is bereft of bogies and sitting on accommodation stands at the north end of the yard.

The loco was open to visitors on all four days of the event and a popular

attraction. This provided a unique viewing opportunity, and volunteers were on hand to explain the design of the underframe and the stressed skin construction, features that would not normally be apparent during a 'conventional' viewing. D1010's two Maybach MD655 engines were also on display, along with a transmission and a cooler group and one of the bogies.

D1013 – Kidderminster: *Western Ranger* is now in the TMD, although an issue with the jacks has delayed the planned lift. The WLA's objectives for the time that the locomotive is inside are comprehensive. They include the thrust bracket machining to be completed, although the WLA still has to work with the contractor and arrange a viewing of what is required. Work to be done will include the lifting out of B-end cooler group for welding in of the gutter drainpipe; once this is done, the cooler group will be refitted and reconnected. Another job is the disconnecting and removal of both pre-heaters.

The A-end bogie requires a scrape and clean of the underside in preparation for NDT and torque arm rubber replacement. If the cleaning

is undertaken immediately D1013 is in the TMD, it may be possible to have the NDT and torque arm rubbers carried out. The B-end engine also needs to be lifted back in.

The nose end air receivers pipework modifications need to be completed, and the fuel tank hoses refitted, and the A-end nose end valance will need to 'resaped' if contractor is available.

Over the past few weeks the team has been putting together a 'kit of parts' to be transported to the contractor in Lincoln, where a spare turbo is awaiting overhaul for the B-end engine.


Two new metal boxes were obtained for the transportation of this kit, along with a new lifting eye which had to be specially made for the rotor assembly for lifting safety compliance with the contractor.

The kit includes a support bracket and stand with two sets of clamp bushes marked 'A' and 'B' to make sure the correct ones are available to the contractor. This is because the two different turbo manufacturers apparently used a different angle of taper on the rotor shaft.

Various special tools for dismantling and assembly have also been

put together. Just a few more shims to obtain and then all should be ready for dispatch.

Work completed at Bridgnorth on May 3 included prime painting of four new pedestal brackets for D1013's bogie overhaul, preparation of tooling for the brake cylinder overhauls, the fitting of new bearings to eight new spring hangers including circlips, and the continuation of the spare pre-heater rebuild, with testing due over the next few weeks. Other work to be completed includes the reassembly of the equalising beams with the pedestal brackets, the beams firstly need the top hat bushes welding back on.

On May 28, the team were busy carrying out a number of the identified jobs, including removing the redundant small water pipe. The large water pipe was also removed and placed on the bench for cleaning. The removal of these means that the damaged cross flow pipe is also now accessible and ready for removal. New fuel hoses in positions one, two and eight were also refitted – with some brute force needed as a solution! An attempt was also made to refit hose number five, but energy levels were exhausted so saved for another day. 



Severn Valley Railway News – Running Dates & Events

Our Operating days in August are currently as follows :-

- Saturday 2nd August
- Monday 11th August – **DFE (postponed from 25th July)**
- Tuesday 12th August
- Wednesday 13th August
- Thursday 14th August
- Friday 15th August - **DFE**
- Saturday 16th August
- Sunday 17th August
- Friday 22nd August – **DFE – (Postponed from 25th July)**

The full Diesel Rosta for August is as follows :-

Friday	1-Aug	Diesel Footplate Experience	37263
Saturday	2-Aug	Table D S3 Diagram (Two Return Trips)	37263
Saturday	2-Aug	Table D S4 Diagram (One Return Trip)	3-Car DMU
Sunday	3-Aug	Table B+ S3 Diagram (One Return Trip)	37263
Sunday	3-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	37263
Tuesday	5-Aug	Table B+ S3 Diagram (One Return Trip)	Class 50
Tuesday	5-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	Class 20
Wednesday	6-Aug	Table B+ S3 Diagram (One Return Trip)	Class 50
Wednesday	6-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	Class 20
Thursday	7-Aug	Table B+ S3 Diagram (One Return Trip)	Class 50
Thursday	7-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	Class 20
Friday	8-Aug	Diesel Footplate Experience	Class 50
Saturday	9-Aug	Table D S3 Diagram (Two Return Trips)	Class 50
Saturday	9-Aug	Table D S4 Diagram (One Return Trip)	3-Car DMU
Sunday	10-Aug	Table B+ S3 Diagram (One Return Trip)	Class 50
Sunday	10-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Tuesday	12-Aug	Table B+ S3 Diagram (One Return Trip)	WLA - D1062
Tuesday	12-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Wednesday	13-Aug	Table B+ S3 Diagram (One Return Trip)	WLA - D1062
Wednesday	13-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Thursday	14-Aug	Table B+ S3 Diagram (One Return Trip)	WLA - D1062
Thursday	14-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Friday	15-Aug	Diesel Footplate Experience	WLA - D1062
Saturday	16-Aug	Table D S3 Diagram (Two Return Trips)	WLA - D1062
Saturday	16-Aug	Table D S4 Diagram (One Return Trip)	3-Car DMU
Sunday	17-Aug	Table B+ S3 Diagram (One Return Trip)	WLA - D1062
Sunday	17-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Tuesday	19-Aug	Table B+ S3 Diagram (One Return Trip)	DTG - D821
Tuesday	19-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Wednesday	20-Aug	Table B+ S3 Diagram (One Return Trip)	DTG - D821
Wednesday	20-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Thursday	21-Aug	Table B+ S3 Diagram (One Return Trip)	DTG - D821
Thursday	21-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Saturday	23-Aug	Table D S3 Diagram (Two Return Trips)	DTG - D821
Saturday	23-Aug	Table D S4 Diagram (One Return Trip)	3-Car DMU
Sunday	24-Aug	Table B+ S3 Diagram (One Return Trip)	DTG - D821
Sunday	24-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Sunday	25-Aug	Table B+ S3 Diagram (One Return Trip)	37263
Sunday	25-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Tuesday	26-Aug	Table B+ S3 Diagram (One Return Trip)	37263
Tuesday	26-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Wednesday	27-Aug	Table B+ S3 Diagram (One Return Trip)	37263
Wednesday	27-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Thursday	28-Aug	Table B+ S3 Diagram (One Return Trip)	37263
Thursday	28-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	D9551
Saturday	30-Aug	Table D S3 Diagram (Two Return Trips)	37263
Saturday	30-Aug	Table D S4 Diagram (One Return Trip)	3-Car DMU
Sunday	31-Aug	Table B+ S3 Diagram (One Return Trip)	37263
Sunday	31-Aug	Table B+ N1 Diagram (One Return Trip plus HY)	Class 20

Member's Forum & Gallery

"Memories"

"Mazey Day Memories"

We have received further memories of the Mazey Day Trip behind the DTG's D1015 Western Champion on 28th June – enjoy.

Beginning with Ian Norldge, who has started his contribution with his **"Then & Now"** pictures.

50 years of separation - D1015 in the same spot in May '76 sporting a 'black eye' – nearly fifty years ago - who would have believed it?



Firstly, I have included an 'arty' pic of Champion and the Duff at Gloucester as my auto focus let me down and the original was spoilt, so I had a bit of a play with it.



The following pictures are from slightly different views as I know you like something unusual – starting with D1015 at Bristol Temple Meads.



And then D1015 at Penzance.



A classic view of St Michaels Mount.



And at Bristol Temple Meads on the return leg.



Also, thanks to Steve Widdowson for these rather excellent pictures. D1015 seen exiting Parsons Tunnel, Teignmouth.



On the return trip at the same location.



Something completely different, but well worthy of inclusion - D1013 at Didcot on 22nd June this year.



And back on home turf - D1062 at Kidderminster on 5th July.



And you know who and a DMU at Kidderminster on 5th July.



Ending with a trip into the past – this double headed picture at Bridgnorth of D1013 & 20 090 was taken during the Diesel Gala on 10th May 1987. Could this possibly be the 1st Western & 20 combination. I can't think why these two classes would have come together on BR? (I bet someone somewhere will know different!)



A couple more from that day....



“Western Mountaineer Memories”

Now sharing a few more of the DTG’s D1015 Western Mountaineer Tour on I believe Wednesday 2nd July.
Thanks to Peter Squire for sharing, starting with D1015 at Hagley on the way to Tyseley the day before.



On the big day, arriving at Birmingham New Street.



A Class 52 at Wolverhampton again.



Then at Crewe.



And in the rain at Carlisle- it was a cracking run up – hitting 91mph and 60mph over Shap to arrive 15 early!



A couple more shots at Carlisle.



And at one of my favourite locations anywhere in the UK – at Appleby, traditional hydraulic territory – not!



Finally, finishing the day at Birmingham New Street.



“Watercress Line Memories”

To end this month’s Members Forum & Gallery, Peter Squire was out again taking this picture as the cavalcade left Kidderminster and departed for the Mid Hants Line and their Diesel Gala in July.



Further pictures supplied of hydraulic action at the Mid Hants will be featured next month.

Closing Notes and Book Ends

To end with a smile, the following were supplied by Dave Hewell and he claims were his favourite from that Mazey Day Trip 😊

Dave's memories started in a positive note....



Progressing to this picture of the lush 1st class compartment with the Tamar bridge in the background and of course some hard-working WLA Working Members on a day out.



But then it went a little bit downhill, as the excitement of the day started to take effect and Mr Kite was caught taking a well-deserved but dignified snooze.



And maybe after drinking a little too much Devon cider, Mr Simmons Jenkins joined John in dreamland 😊



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 September

<https://westernlocomotives.com/>

The Western Locomotive Association is a Company Limited by Guarantee – Company Registration Number 3873466

Registered Office: 5 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG, United Kingdom
The WLA is a registered charity – Number 1115058