



## Western Locomotive Association e-Newsletter – September 2025

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

Another busy month is reported although a strange one for me as I have not been able to visit the Severn Valley and work on our locomotives or attend any of the great events featured in this e-Newsletter. I will however be back visiting in September and then back to “work” in the TMD from October onwards.

So, a big thank you this month to all that have contributed material for the e-Newsletter – without these submissions, I would not be able to keep it interesting and informative (I hope that you all agree with this statement!)

So, to start, our own Marty Kent took part in one of our Driver Footplate Experience Days in August, had a great day and is seen below with a massive grin at the controls of D1062 Western Courier.

Dates for next years DFE's will be announced soon for 2026, I will let you know as soon as I hear that they are available to book but be quick as they fill quickly – all of our DFE's this year were fully booked before any others.



On Bank Holiday Monday 25<sup>th</sup> August, the Diesel Traction Group's D1015 Western Champion was out and about again, this time on the Western Wanderer Rail Tour. A number of our team were on board, for what was quite an event, with haulage by D213 Andania from Crewe to Gloucester, then 45 118 from Gloucester to Bristol Temple Meads, then D213 again to Cardiff, and then 45 118 back to Bristol Temple Meads. And then perhaps the main event, D1015 from Bristol Temple Meads via the Berks and Hants Line, through Reading and Swindon back to Gloucester.

The it was 45 188 and D213 back to Crewe.

I managed to get out on a lovely evening to Crofton, just west of Hungerford on the Berks and Hants line, and although the sun was in completely the wrong position, the rails whistled as they did when I saw my first Western, and the sound of D1015 was superb.

The approaching shot, with the sun creating an interesting picture, a shame I couldn't catch the reflection in the Kennet and Avon Canal. The Pumping Station can be seen in the background.



As the locomotive passed, the light did improve as the crossing at Crofton is passed.



Although covered later in this e-Newsletter, below are our operating dates in September – I am sharing this now as these are our last dates hauling services this year, as we will not be featuring at the Autumn Diesel Bash as this is scheduled as an exclusive Class 37 event – “65 Years of the Class 37” from Thursday 2<sup>nd</sup> October to Sunday 5<sup>th</sup> October.

So, we will be in action in the following dates:-

- Saturday 6<sup>th</sup> & Sunday 7<sup>th</sup> – as part of The SVR & GB Railfreight
- Saturday 13<sup>th</sup> and Sunday 14<sup>th</sup>
- Friday 26<sup>th</sup> – our last DFE of the year
- Saturday 27<sup>th</sup> and Sunday 28<sup>th</sup>

So, no complaints, we are in action for 3 weekends out of 4!

Finally, one of our members Andy Calett has asked if I will pass on following message to all of you ...

“Many WLA members will be already aware that I have created a YouTube Channel called ‘1074 Western Cameraman’ with the intention of sharing my own images and cine / video footage of primarily Diesel-Hydraulics but also other diesel classes from the 1970s and 1980s.

Already on the channel are videos about ‘Westerns South Western’, ‘Western Lament’ and ‘Western Tribute’ - all Railtours from the tail end of the Hydraulic era on BR. Here’s the link to the channel:

<https://www.youtube.com/@WesternCameraman>

In a future video, I’ll be featuring the Western Requiem Railtour, which ran on the 20th of February 1977. I’ve made a trailer, again here’s the link:

[https://youtu.be/MD0tq4\\_QP2k?feature=shared](https://youtu.be/MD0tq4_QP2k?feature=shared)

It was a memorable journey hauled by three different locomotives: D1010 Western Campaigner which developed an engine fault, 37 179 which took over at Cardiff until the cavalry arrived in the form of D1023 Western Fusilier. I was fortunate enough to be on board the train, so I do have a mix of cine footage and still photos to share. But the more I can include, the better.

If anyone reading this has any photos or cine / video footage from the day that they would be willing to offer for possible inclusion, please get in touch. I’d love to feature member’s contributions and if I do, they will of course be credited.

Please get in touch here: [andy@servicewithahug.com](mailto:andy@servicewithahug.com)”

That’s it for this month, well apart from sharing something on the controversial subject of blue versus maroon versus green..... It has been reported that one oily fingered Working Member has shared that he also has green fingers and has promised to provide assorted tomatoes at the next WLA BBQ! (See last page of e-Newsletter for BBQ “Chef” at work.)



## **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
- Sales Team Update.
- Whizzo Woods.
- 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 August almost over, there's just a few running days left and then that's it for the running season as far as we're concerned (we're not operating at the Autumn Diesel Bash as it's a Class 37 theme, celebrating 65 years!). At least we can bring forward some winter maintenance for D1062 – I don't think there's been a year where D1062 has worked harder! This year has certainly been a bit of a blast for D1062 with many more operating days than scheduled, thanks to all the warm weather and the partial steam ban. Judging by the heavy rain and storm that's just passed over, we're back down to earth with a bit of bump – those long summer days seem to have ended!

Certainly, I would once again like to thank Darren, Robin and the Working Members (both at Bridgnorth and Kidderminster) for keeping D1062 operational throughout the running season and also to the support of Peter Bamber and his Sales Team for making the effort to attend the Greatest Gathering event at Derby, despite not being able to send D1062 due to the risk of low oil pressure on "A" end transmission when dead in tow (there are plans in place to see what can be done here!).

During the month, you may have noticed that we celebrated 80th anniversary of VJ Day with another exceptional headboard made by Coop, plus the use of his outstanding "Western Memorial" headboard at the other end. Both much admired and a great tribute to those who were involved in the conflict that ended all those years ago.

Also, during the month, we have a new Driver passed out on the Thousands – Dave Evans, who happens to be a Traction Inspector, works for the SVR on the Permanent Way side and who's been working for the SVR ever since he was a kid – well done Dave!

On the admin side of things, Mark has just produced another informative Courier magazine and here, I would also like to take the opportunity to thank my friend and neighbour, Colin Marsden who sets out the magazine ready to go to print and so it shouldn't be too long before this masterpiece falls through your letter box! Needless to say, the magazine has some notes from myself about what's been going on throughout the year, together with lots of text and photographs from many other contributors illustrating the amazing work that's being going on with our locomotives.

Also, during the month, we've managed to crack the lapse in Gift Aid applications, which was challenging to say the least, setting up new login credentials in order to submit Gift Aid applications. Sounds boring, I know but thanks to our Secretary, Ian Clayton for taking on HMRC as we were all on a learning curve, trying to get our heads around this. Anyway, I'm pleased to say after a lot of painstaking work, we've already received payment for our 2020/21 submission (£3.3k) and since made submissions for 2022 and 2023, with just one more to go before we're right up to date. So, was it all worth it – you bet it was! So far, not including the 2024 submission, we should be receiving the best part of £12k! For all those Members who ticked the "Gift Aid" box when joining us, a very big thank you as it's tremendous help and makes those Membership payments and Donations even more valuable to us, most of which will be spent on our locomotives, of course!

I always think it's good to end up on a positive note, but whether it's one of the ones above or just the sound of the music from D1062 throughout the year, you can decide which one it is!

See you on the Valley!

Roger Smith  
Chairman



## The Chairman's Diary

I have just finished a 3-day holiday on the Severn Valley Railway, and it was a bit surreal driving all the way to Bridgnorth for the first time this year following the line repairs, but great to see the station bustling with people again!

So, a few from my very own pictorial diary...

The start of the day and the latest headboard on display from Coop - allowing us to remember and honour all those who fought to defend in the second World War, and to celebrate VJ Day, 80 years ago, and the end of the war. Our own Western Memorial headboard on display at the other end.





Away from the TMD, and my first arrival at Bridgnorth this year.



And sharing Bridgnorth with Class 50 033 Glorious, and not to missed out, the Class 20 in the far distance.



Work was very much underway at our Bridgnorth Work Shops as can be seen below, Mark on second man duty in the cab and a possible Mr Hargreaves in the distance.



Another great shot as D1062 runs round and passes our Work Shops.





Let's end with some people shots, they all make what we do possible, starting with Mark...



And Josh...



Looking ahead and maybe a future second man / person and driver...



Platform conversations, always worth getting involved with.



## D1013 – A Progress Update

The next progress update / report will follow next month.

## D1048 – A Progress Update

We recently received some great coverage in the September issue of Railways Illustrated, making the front cover as well as the article inside the magazine.







There has been some good news on the condition of D1048 *Western Lady* after an inspection revealed it is in better condition than was thought. The loco was on display at Kidderminster on May 16. Pip Dunn

## Western Lady: condition not as bad as first feared

**FEARS THAT** D1048 *Western Lady* may be 'too far gone' to be viable for a full restoration may not be the case, and an initial thorough inspection has revealed that the loco could well be reactivated as and when time and money allows.

The Class 52, which last hauled a train in 1981, was gifted to the Western Locomotive Association a couple of years ago, and it had always been the expectation that it might not be restored to running condition any time soon.

However, the loco is now being inspected, and the signs are good.

The WLA has a busy schedule with the ongoing overhaul of D1013 *Western Ranger*, plus maintaining and crewing D1062 *Western Courier* for its SVR operational commitments, but the news that D1048 is most certainly not 'beyond hope' will please many and hopefully attract more resources – financial and manpower – to one day see the loco hauling trains again.

The inspection of the No. 2 final drive, which ran hot many years ago following water ingress, found the remnants of the emulsified oil in the pump plate,

which was removed and plate cleaned, and the pump worked in both directions. There was a very small amount of rust on the inside of the drive's casting and slight pitting and rust marks on the gears but, most importantly, there was no blueing seen on the surfaces, and the bearings that were visible were also free of rust and again no blueing.

The loco has had its oil drained, and some internal areas have been cleaned. The oil was sieved and luckily there were no metal deposits seen, another good sign.

The pump plate has been refitted and new oil filled, and the team has drawn the initial conclusion that D1048 is much in better condition than expected and may not be a write-off, but also that more thorough investigations will still be required. While the WLA is understandably being cautious, and keen not to get anyone's hopes overly high over the future running of D1048, likewise it is encouraged with the assessment and will revisit the loco when there is time to do so.

## Class 31 overhaul paused at Ruddington

**THE TYPE** One Locomotive Company Limited, owner of D8098, 31463 and 1705 *Sparrowhawk*, has confirmed it has terminated its agreement with the owner of 31210 to complete the restoration of Class 31.

It said: "An unexpected decline in the number of volunteers available to

undertake the restoration is solely to blame for this decision. The company thanks the owner for his understanding and also our hosts at Ruddington for their kind assistance throughout. We wish the owner all the best in finding a new home for 31210 with a team that can complete the necessary works."

The Railfreight grey loco is one of the few preserved locos that has never run in private ownership. Withdrawn by BR in August 1991, it was bought in June 1995 and moved to the Colne Valley Railway. After a brief spell owned by the now defunct Cotswold Rail, it was moved again in June 2002 to the Dean Forest Railway at

Lydney, where its overhaul was started. In February 2024, it transferred to Ruddington for what was hoped to be the completion of a thorough restoration.

Classmate 31235 had been acquired from HNR to act as a source of spare parts to speed up the return to traffic for the Brush Type 2.



## **News Update – August 2025** (All pictures supplied by Working Members)

### **Friday 1st – Sunday 3rd August – The Greatest Gathering**

The WLA Sales Team were present on all 3 days of The Greatest Gathering Rail 200 event held in Derby over the 1<sup>st</sup> weekend in August.

As reported last month, we were disappointed that D1062 Western Courier was not able to attend due to a low oil pressure issue being identified in “A” end transmission when under tow with “A” end engine not running. The risk of damage to the transmission was too great to risk being towed on the main line to Derby – investigations are of course under way, and we hope to rectify the issue as quickly as possible.

The Diesel Traction Group were in attendance with D1015 Western Champion, and also D821 Warship Greyhound, Champion being a welcome sight as people arrived at the event.



On the first day, Julian Ogle was in attendance and signing copies of our book, seen below along with Paul Northcott.



For most of the time, the Sales Stand was in the capable hands of Dave, Paul, Peter and Mark – all seen below. Takings were excellent and it was well worth attending, despite the intense competition from the multiple other organisations in attendance, all trying to persuade visitors to part with their hard-earned money.



As already mentioned above, The DTG provided the “hydraulic” interest and can visits proved to be very popular with long queues for much of the time.



### **Saturday 2<sup>nd</sup> August at SVR TMD**

Meanwhile, back at base.....

D1062 was serviced during the week and made ready for service on Saturday 2<sup>nd</sup> and Sunday 3<sup>rd</sup>. Whilst in service, further monitoring is planned on “A” and transmission, and in preparation for this, vacuum gauges were fitted to the suction side of both transmissions and a pressure gauge to “B” end. Results recorded so far have shown 25psi at “B” end and rising with speed when the engine is off. This would appear to be correct when travelling at line speed.

At “A” end, only minimal pressure is being recorded. The vacuum is higher on the suction side at “A” end than at “B” end, proving that the pump at “A” end is trying to do something. A likely cause may then be a blockage.

D1062 however put in a good performance on Saturday, with an extended stay at Bridgnorth due to a lineside fire on Eardington.

Monitoring on Saturday really didn’t reveal anything further to what was already known, and despite a vacuum being formed from the auxiliary pump, oil was not being drawn and hence no oil pressure recorded at “A” end with “A” engine stopped.

So, the planned next steps are to drain “A” end – read on for further details as work is being planned for Thursday 7<sup>th</sup> when oil will be drained and the strainer plug and strainer plate removed. New gaskets, O rings and spring washers are already available to be fitted.



## **Thursday 7<sup>th</sup> August**

D1062 was shunted over the side pit on Wednesday and ready for attention first thing on Thursday morning.

An addition job planned for Thursday, time permitting, was to adjust the brakes ahead of another 7 days of operating from Monday 11<sup>th</sup> to Sunday 17<sup>th</sup>.

A team of Working Members were present and although a long day, objectives were achieved and a little more on top!

Oil was drained from "A" end transmission, allowing for the removal of the Magnetic Plug and Strainer Plate. There was quite a build-up of debris on both the plug and plate, mainly rust, although not enough to block the strainer. The intake strainer itself was clean. The monitoring hoses were adapted so that we could blow air back down the suction side to remove any debris that may be there.

Everything removed was cleaned and refitted with new seals and bolts.

The oil was refilled and gauges refitted for further monitoring and ensuring that D1062 was ready for operations. There are some additional tests now being planned and in the meantime, a spare transmission pump is being prepared at Bridgnorth.

Time as available for the brakes to be adjusted and an Underframe Examination was also carried out as part of the locomotive's "A" examination.

The Strainer Plate and Plus seen prior to removal.





Following removal, the debris evident.



The plug looking much better after cleaning.





Refitted and good to go!



Some more pictures from a busy day, thanks to David H.

Darren on profile – I misheard him. I think he said "Cooking Westerns"!



Marty and Darren draining the "A" end transmission.





Mike T in the pit adjusting brakes.



And Marty getting in on the act.



Thursday's team, including new Working Member Chris – welcome.



Final job - Take picture of Westerns!  
Champion, Lady & Ranger outside in the yard, whilst Courier was inside receiving attention.





## **Friday 8<sup>th</sup> August**

Sally and Chris were busy carrying on with outstanding tasks, who became acquainted with paint stripper, lots of scraping and the Elephants Foot on D1013's bogie.



D1013's Maybach MD655 also looking good.







### Saturday 9<sup>th</sup> August

A Bridgnorth Report received from Dave H who was busy working on the overhaul of a Starter Control Relay –

Before.....



After.....



The relay was then tested successfully by Roger and Paul.



Elsewhere, Marty was continuing his training on Pre-Heaters.



## Monday 11<sup>th</sup> August - Transmission Update

During a Light Engine move to Bewdley on Monday 11<sup>th</sup>, pressure was noted on the Auxiliary Lubrication Circuit at "A" end but at 5 to 10 psi which is about half of what would be expected at the speed travelled. Nevertheless, this is an improvement.

More investigations and testing will take place over the coming weeks.

## Wednesday 13<sup>th</sup> August

Thanks to Mark who was our man on the ground on Wednesday 13th - starting with a view of D1062 ready to leave Kidderminster with the 12.30 service to Bridgnorth.



Later seen waiting at Bridgnorth with the 15.15 service back to Kidderminster.





And finally, at rest at Kidderminster after a busy day and ready for work the following day.



### **Saturday 16<sup>th</sup> August**

Dave Hewell was out and about at the SVR on Saturday 16<sup>th</sup> providing me with some great content for sharing...

First job, take a picture of Western Courier with a nice exhaust and thrumming on tick over at Kidderminster. Note the VJ head code and headboard (courtesy of Steve Coop) commemorating 80 years since end of WWII hostilities.



Courier at Bridgnorth running around her train.



The head code and headboard on Courier's B end with Volunteers Richard Hargreaves and Paul Medley looking on.





Work commencing on more switches.



On the same day, Joshy Brinsford let us know that he travelled behind D1062 for the first time (!) and shared the following pictures – and the feedback that “I wasn’t disappointed, that’s for sure!”

Starting with D1062 on the platform at Kidderminster.





The CLASSIC shot at Hampton Loade.



Catching the action as the token is exchanged at Hampton Loade.



Sharing the platform with 50 033 Glorious at Bridgnorth.



And the classic Bridgnorth shot from behind the fence under Panpudding Hill.



And to end, a slightly different perspective!





## **Friday 22<sup>nd</sup> August – Diesel Footplate Experience**

Some pictures from the Diesel Footplate Experience... starting with D1062 arriving at Bewdley for the start of the DFE.



The DFE guests photograph D1062 at Kidderminster.





Mr Bamber doing his stuff on the DFE TMD tour.



The DFE guests return to the train for the trip back to Bewdley.



And of course, the Certificate Ceremony.



## **Saturday 23<sup>rd</sup> August**

Thanks to Mark Perry for sharing his update below...

Mike Tromans is seen giving D0162 a good clean on 20th August ahead of the DFE on Friday 22<sup>nd</sup>.

( I am sure he is much happier than he appears – it must just be the angle of the photograph 😊 )



Getting the preheater ready for its move to Bridgnorth.





And being loaded into Marty's van.



A spare preheater, brake cylinders for D1013, a steam cleaner and windows loaded at Bridgnorth ready for the journey back to Kidderminster.



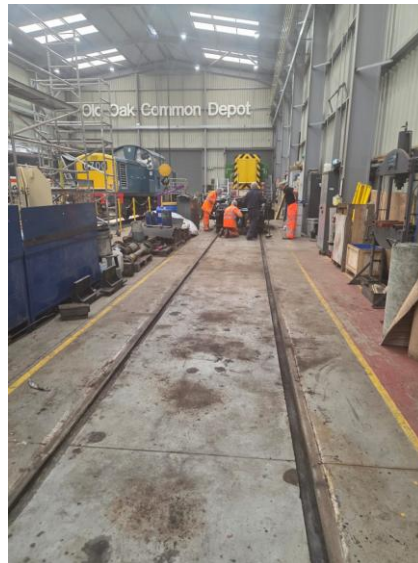


All the WLA items moved further down the TMD.



Ranger's bogie now in its new position.







The brake cylinders safety at Kidderminster ready for fitting back onto the bogie.



Dave H meanwhile was more focussed on the team's involved, starting with the removal's team assembled in the car park - Phil, Mark & Marty.





Then it's Lyn and Graham's turn and the Pre Heater.



And in Mr Hewell's words – after a pre-activity day calorie intake at AJs, a Western appeared in the platform...



### Saturday 23<sup>rd</sup> August – Revisited!

Some more pictures from Saturday 23rd, this time shared by Andrew Royle who was visiting Kidderminster and managed to take some great pictures and from some different angles.





Alan BM, driver for the day, seen here discussing matters with the guard.



D1062 seen crossing the DTG's D821 at Bridgnorth.





Alan obviously off to the Porter's Lodge for much needed refreshments!



D1062 running round at Bridgnorth.



Too end, a fabulous front-end view of D1062.





Followed by a comparison of hydraulic front ends.



## **Saturday 30<sup>th</sup> August**

Saturday 30<sup>th</sup> saw the Bridgnorth team removing a pump from one of our back up transmissions, the pump seen below before removal.



The pump is seen below following its removal.





A peak inside the transmission...



A little bit of attention will be required...



However the removed pump is now ready for testing, which was carried out successfully.



Marty meanwhile was busy preparing 3Pre Heater Burner Pots ready for testing.





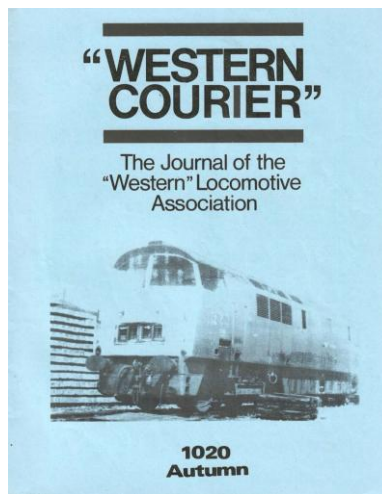
Also, spotted on Saturday 30th August, at the Hymek 50<sup>th</sup> Anniversary Celebrations, were a couple of “high profile” Sales Team Working Members !



I have been assured that they all had a brilliant day out !



## Western Courier



### **Sixteen Years on the Westerns, Part 1, by Western Sparksman**

My first contact with the Westerns or Thousands as they were first called was in August 1962. With three years of my electrical apprenticeship having been spent on the carriage / DMU and workshop maintenance, I was now going to spend 12 months training on the construction and repair of diesel hydraulic and some types of diesel electric mainline and shunting locomotives with the overhaul of associated equipment.

The workshop that I became part of was known as the Electrical Traction Department or ET for short. Having reported for duty I was pleased with the "new work" gang and the chargeman of the said gang introduced me to a very small man named Bob Standing – next to a power unit called a Maybach. With the introductions over I asked what my task would be, to which he replied, "put down your tools and come and have a cup of tea." This I did with some haste.

With the inner man refreshed, work commenced on fitting the electrical harnessing and equipment to one or two power units that were eventually fitted into D1008 Western Harrier. Each unit took about a day to wire up, tea breaks included.

About two weeks and several power units later the opportunity arose whereby I would work with Sid and Bert, a pair of "sparks" on the next Western to be tubed and wired, eventually to be D1013 Western Ranger.

Before wiring could commence the necessary protective tubing and conduit (mild steel tubing and in certain cases flexible tubing "Kopex") had to be fitted into the locomotive using sizes of ¾" 1" 1¼" 1½" and 2" diameter as required.

The working voltage of a Western is 110 volts except for instances where the cab repeater fault lights are 12 volts and 24 volts (attained by use of resistances). Cable sizes were classified by current rating and included :-

Rating Amps	Examples of use
12	Lighting System
18	Warning light, resistance frame
24	Transmission / engine control
35	Train heating boiler feed
70	Exhausters / small compressor
150	Control cubicle to nose terminal box
280	Dynastart to control cubicle / battery leads



With an overall loco length of 68 feet and impressive amount of cable was required (about 3½ miles), each through cable i.e. Cab A to Cab B – being cut to around 77 ft to allow for looming and “making off” in the control desks and nose compartments.

Control cable harnesses were made up on a looming bench with a perimeter of 35 yards and as the youngest it was my job to gallop off with the cable(s) until the required length(s) were met, each cable being marked at both ends with a stamped brass indent thus :-

e.g. 56/1 of originating from “A” end  
e.g. 56/2R if originating from “B” end

The process would continue until the looms were complete and we could “offer” them to the locomotive. A further aid to cable identification was the use of coloured rubber sleeves, e.g. red for positive cables from “A” end cubicles terminating on equipment and yellow for positive cables from “B” end with negative cables being coded by using black sleeves.

The greatest time spent on wiring D1013 was on “making off” and connecting the through and internal cables to the control cubicles in each cab and, when required, the connecting up of each item of equipment as it was fitted in the locomotive. A state of (dis)orderly chaos seemed to reign supreme.

With the wiring schedule completed and before D1013 was bogied, static testing took place. This involved the temporary fitting of safety fuse links in the control circuits not normally covered by fuses and would allow the locomotive to be functioned as if it were in traffic with the exception of actually running the engines; the testing data being laid down by headquarters and design.

Nearing completion and painting, D1013 was still nameless and with much speculation she was christened with chalk lettering “Western Tottenham” – this was because Sid and Bert were staunch Spurs supporters. Eventually name and numberplates appeared and Western Ranger she became.

On a frosty morning in late November Western Ranger by now resplendent in maroon livery was rolled outside for fuelling / watering and her initial firing up with certain mechanical and electrical checks to prove the engines, transmission and dynastarters.

D1013 was now ready for a light engine trial to Stoke Gifford Yard on the Badminton line; with a successful trial under her belt, D1013 could now undertake the first of a series of heavy trials using the Swindon Works Test Train. The train composed of ex-GWR Collett and Hawksworth coaches sandbagged for extra weight. It was while on such a “heavy” that D1013 was recorded, with the aid of stop watches, doing 108 mph – both engines being at idle after shutting back at 97 mph. The extra momentum was presumably gained on a falling gradient.

Finally, with all the trials complete, and no problems, D1013 was accepted for traffic by the CMEE inspectors and my first spell with the Westerns came to a close for I then continued my career on other aspects of locomotive work.

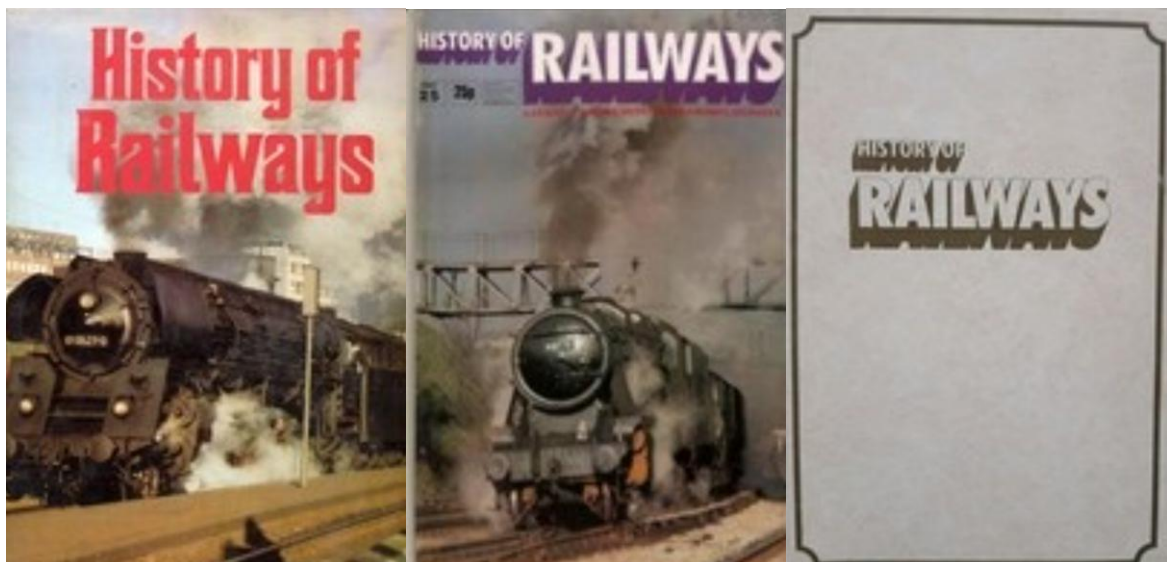
To be continued...

## Sales Team Update

Several Sales Team members had a day off at the West Somerset on 30th August to attend the Hymek 50<sup>th</sup> Anniversary Event and as I saw D7017 in the bay platform at Taunton fifty years ago it was great to see her in blue livery again as in this photo.

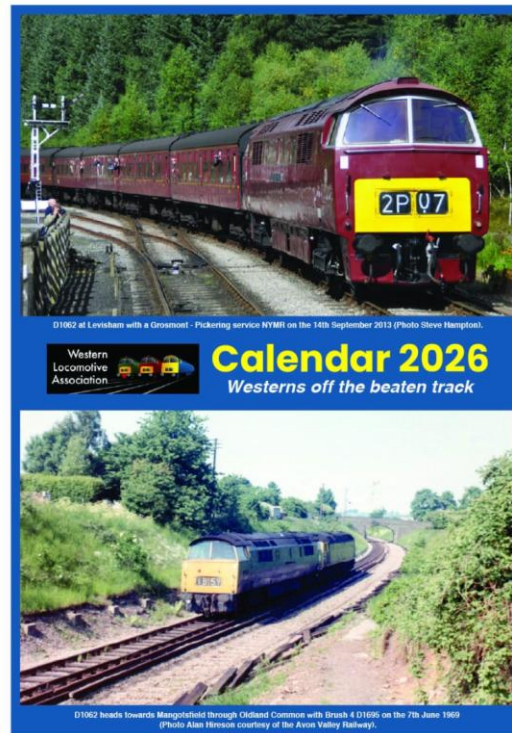


Back to Sales and we have had two bound volumes of "History of Railways" donated, a classic series from the seventies when a magazine was released each week to build into a collection of 48 issues. There are 24 in each binder, and the covers are in a separate file. If any member would like to indulge in some time travel then please email [sales@westernlocomotives.com](mailto:sales@westernlocomotives.com) or call me on 07825 816527.





John Kite's latest calendars are with the printers and will be added to the online shop when available. The 2026 A3 Wall Calendar theme is "Westerns off the Beaten Track" and I have to say that John has excelled himself. You may know that Steve Hampton, the DTG Sales Officer, passed away in February and the calendar includes a small tribute and a couple of Steve's pictures. The DTG will no longer be producing a calendar, so we have ordered extra copies of our own in anticipation of increased sales.



The "Lady at Night" jigsaw is down to the last one and our next one is entitled "Arley Interlude" featuring a Mark Jenkins photo which is just sublime. Again, this will be in the online store soon and available at the Autumn Gala.



Talking of the Gala it will be wall to wall Class 37's with no other locomotives working but we will have our usual Sales Stand at Kidderminster Town and will be looking to educate the younger Class 37 fans about just how good the Westerns are. So please dig out any Class 37 books, models and memorabilia you could donate to take advantage of the captive audience.

And of course, it is Autumn Raffle time, and your Raffle Tickets should be dropping through your letter box any day now, if not already.



Ending this month with a picture from the latest Sales Meeting, planning for the Autumn Gala of course, with mandatory nourishment.

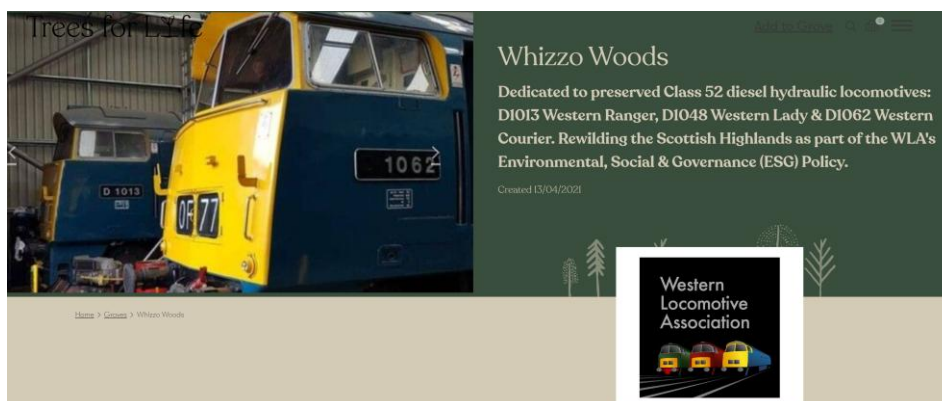


## Whizzo Woods

At the end of July, we have **482 trees** in Whizzo Woods, an increase of 5 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/>

## 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](http://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](http://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.

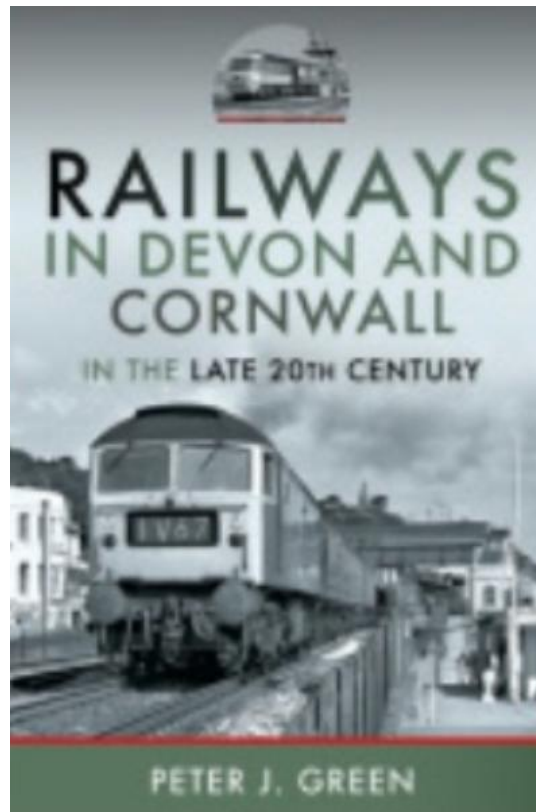
**Just think, if every member persuaded one other person to join, we would double our membership! So why not step up to the challenge and help us to achieve our objective of doubling our membership.**

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](mailto:wp.finch@icloud.com)



## **Book of the Month**



We have just spotted this book which may be interesting and is due to be published on 30th September...

### **Railways in Devon and Cornwall in the late 20<sup>th</sup> Century**

By Peter J Green

From a childhood spark in 1959 to decades of passionate exploration, Peter's journey through Devon and Cornwall's railways is a nostalgic ride through steam, diesel-hydraulics and preserved lines.

With vivid photography and rich storytelling, he captures the charm of mechanical signal boxes, the drama of Class 37s hauling china clay and the transition to modern diesel electrics.

Whether you are a railway enthusiast or a lover of British landscapes, this book offers a captivating visual record of a bygone era.

Featuring contributions from fellow enthusiasts, it is a must have for anyone drawn to the romance of the rails.

# Media Coverage

## Heritage Railway

### THROUGH THE YEARS

## SEVERN VALLEY GALA CELEBRATES RAILWAY 200

The Severn Valley Railway's Trains Through The Ages event was boosted by the appearance of late guest LMS 4-6-0 No. 46115 *Scots Guardsman*, reports John Titlow in words and pictures.

For its first ever appearance on the Severn Valley Railway, which is celebrating its own 60th anniversary year throughout 2023, LMS 4-6-0 46115 *Scots Guardsman* paid a flying visit to celebrate Rail 200 and its Trains Through The Ages weekend on July 6-7, making an excellent replacement for the unavailable Peppercorn A1 Pacific No. 60163 *Tornado* which had main line commitments elsewhere.

It was only the second time that No. 46115 has been a guest on a heritage line, the first being at the Mid-Norfolk Railway in 2014.

Built in 1927 at the North British Locomotive Company works in Springburn, Glasgow it looked perfectly at home on the seven maroon carriages plus one LMS dining carriage No. 7511 on the southern end.

Originally numbered 6115 by the LMS, it

was named *Scots Guardsman* in 1928 after the Scots Guards. It starred in the classic 1986 documentary *Night Mail* produced by the General Post Office with words by WH Auden and music by Benjamin Britten.

It travelled from its home base of the West Coast Railways depot at Carnforth via the main line the day before the gala on July 4.

Next day, No. 46115 started the gala off by hauling the first train from Kidderminster to Hampton Loade at 9.02am.

For its first two trains on the Saturday, it faced north after which it was turned to face south for the rest of its visit.

No. 46115 left the Severn Valley immediately after the event on Monday, July 7, after having performed faultlessly throughout.

The Saturday morning did not start well. Unrelated to the tree incident (News, page

22) and 20 minutes before going off shed at Bewdley, Stanier mogul No. 13268 was failed when undergoing its fitness-to-run exam after the discovery of a broken leaf spring on the right-side centre driver, highlighting just how thorough these inspections are.

This discovery allowed the service by 20 minutes as Class 50 No. 50093 had to run from Kidderminster to collect the local four-coach set from Bewdley for the service to continue.

The 30 took over No. 13268's 9.56am departure from Kidderminster.

With limited space at Bewdley, spare locomotive BR Standard AMT 4-6-0 No. 75069 was hauled behind the goods set in the Down yard and had to be refitted so it could take over No. 13268's duties, during which time it was hurriedly put into steam.

No. 13268 was able to perform the shunting,

LMS 4-6-0 No. 46115 *Scots Guardsman*, making its first ever visit to the Severn Valley Railway, departs Hampton Loade after being turned on the Kidderminster turntable on July 5.



Above: GWR 0-4-2T No. 1450 driver Tom Clarke collects the single line token at the auto train departs Bewdley for Hampton Loade on July 5.



Right: Porterbrook's pioneering HydroFLEX train on display at Kidderminster Town station, Phil Mitchell.



Footplate crew are in conversation as Stanier mogul No. 13268 sits on the pit road in steam at Bewdley after being failed by a broken spring. 75069 is steamed to take its place in the background.



Class 52 D1062 Western Courier departs Bewdley for Hampton Loade on July 5.

after it was coupled to the rear of Swindon, 1929-built GWR 4-6-0 No. 4930 *Hagley Hall's* train to Kidderminster where it was in display throughout the weekend.

### Auto tank grabs the limelight

Giving No. 46115 serious competition in popularity was the auto train (informally called 'the Sandwich'), GWR 0-4-2T No. 1450 ran with its two auto carriages *Chaffinch* in maroon livery and No. 178 in GWR livery. Both carriages have recently re-entered service.

Drivers have undergone refresher courses in its operation and currently it requires two to be present - one on the locomotive, the other in the autocouch. In time after training, a fireman will be in control of the locomotive.

The auto train had also been in regular use for school parties who were visiting the Rail 200 exhibition train *Inspiration* during the week prior to the gala (see separate story).

*Hagley Hall* was out on the Great Western carriages. Diesels in use were Class 52 D1062 *Western Courier* (built at Crewe Works in 1963) and Class 50 No. 50033 *Glorious*, built in 1968 by English Electric at the Vulcan Foundry in Newton-le-Willows.

Making a change from a three-car to a two-car, the resident Class 108 set covered Kidderminster to Arley with the occasional run to Hagley. It was comprised of powered driving car MS3084 built by BR in 1961 and MS1941, a Driving Motor Brake Second built in 1960.

A landside fire slowed the service on the Saturday, the timetable eventually running an hour down. Sunday fared much better with only minor delays.

No. 13268 was restored on the daily goods but No. 75069 took over its duties.

At the Engine House at Hagley a short section of 21 gauge track was fitted where visiting the Winton 0-4-0 BT *Challenger* of



1877 from the Leighton Buzzard Railway and Hunslet 0-4-0ST No. 779 of 1902 Holy War from the Rala Lake Railway offered footplate rides.

Also on static display at Kidderminster Town was HydroFLEX, the UK's first hydrogen-ready passenger train. Developed and tested by Porterbrook at the Long Marston Rail Innovation Centre, the converted Class 419 contains up to 277kg of hydrogen fuel, safely contained in 36 high-pressure tanks.

HydroFLEX works by feeding the hydrogen

from these tanks into fuel cells, where a chemical process converts the hydrogen and oxygen from the air to generate clean electricity. The only emission from the train is water.

Sadly, the highly anticipated Hypast from the Battle of Britain Memorial Flight's Lancaster bomber on the Sunday was cancelled due to "stormy weather", the SVR announced on social media. The railway had previously announced that the Hypast would take place at 1.30pm.

## Severn Valley Railway News – Running Dates & Events

Our Operating days in September are currently as follows, don't miss them as these are the last of the year as we will not be operating at the Autumn Diesel Gala as it is an all Class 37 event. :-

- Saturday 6<sup>th</sup> & Sunday 7<sup>th</sup> – as part of The SVR & GB Railfreight Weekend (see Poster and Timetable below)
- Saturday 13<sup>th</sup>
- Sunday 14<sup>th</sup>
- Friday 26<sup>th</sup> – DFE
- Saturday 27<sup>th</sup>
- Sunday 28<sup>th</sup>



**SVR & GB RAILFREIGHT WEEKEND**  
**SATURDAY 6 – SUNDAY 7 SEPTEMBER 2025**

**A WEEKEND OF FREIGHT LOCO HAULAGE ON THE SEVERN VALLEY RAILWAY**

- Different loco classes operating each day
- Historic steam locomotives and classic heritage diesel traction
- Friday 5th September: Evening GBRF loco hauled Branchline Society Railtour to the Gala. Return on the Sunday evening
- Severn Valley Railway diesel depot visits
- Model railway exhibition courtesy of *Hornby Magazine*
- Severn Valley Railway Beer Festival at Kidderminster Station 6-7th September

\*Locos and details subject to final confirmation



**HAGLEY HALL OPERATING BOTH DAYS**

**ADVANCE BOOKING DISCOUNT BOOK ONLINE: [WWW.SVR.CO.UK](http://WWW.SVR.CO.UK)**  
**TICKETS AVAILABLE ON THE DAY AT THE SEVERN VALLEY RAILWAY**

**GB Railfreight** **SEVERN VALLEY RAILWAY** **heritage railways** **HORNBY** **200+**

 **PROFITS FROM THE GALA WILL GO TO THE GREAT ORMOND STREET HOSPITAL** 





## TIMETABLE

SVR.CO.UK

GBRf Weekend, Saturday 6 September 2025

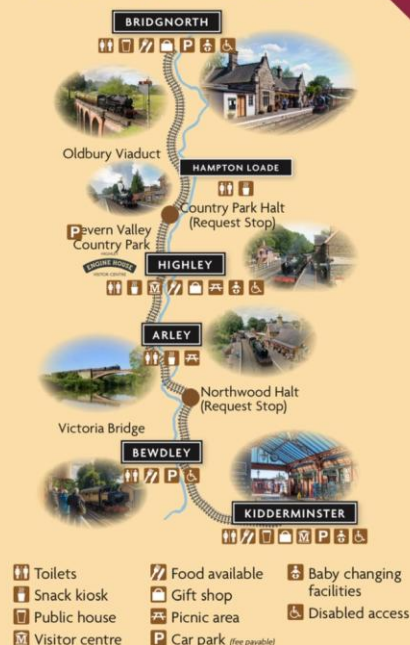
Loco		CL69 (CL57)	4930	CL73s	CL66 (CL57)	40106	DMU*	CL73s	4930	CL66 (CL57)	D1062	DMU*	40106	40106
Kidderminster	dep	0845	1015	1055	1140	1230	1320		1410	1500	1625	1715	1735	1910
Bewdley	dep	0900	1030	1110	1155	1245	1337		1432	1515	1645	1730	1750	1927
Arley	dep		1045	1133	1210	1303	1355		1450	1540	1708	1758		RQ
Highley	dep		1057	1145	1222	1315	1403	1430	1502	1552	1720	1810		RQ
Hampton Loade	dep		1110	1158	1238	1328		1453	1515	1605	1733	1828		RQ
Bridgnorth	arr	0945	1125	1213	1253	1343		1508	1530	1620	1748	1843		2010

Loco		40106	CL57 (CL69)	DMU*	4930	CL57 (CL66)	CL73s	DMU*	40106	CL73s	4930	CL57 (CL66)	D1062	40106
Bridgnorth	dep		1005	1045	1220	1305	1350		1435	1540	1625	1710	1810	2100
Hampton Loade	dep			1110	1238	1328			1515	1605	1643	1733	1828	RQ
Highley	dep			1122	1252	1342	1415	1440	1530	1620	1657	1747	1840	RQ
Arley	dep		1045	1132	1302	1355		1450	1540	1630	1707	1757	1850	RQ
Bewdley	dep	0955	1110	1155	1317	1410		1515	1555	1645	1730	1812	1905	2147
Kidderminster	arr	1007	1122	1207	1330	1422		1527	1607	1657	1742	1825	1917	2200

The Diesel Multiple Unit (DMU) has limited accommodation for wheelchairs/mobility scooters/bicycles/pushchairs. If you need step free access at Highley Station, please be at the platform at least 10 minutes before departure time. If you're travelling to Highley, please sit in the middle of the train, due to the short platform at the station.

## THINGS TO DO

2025



**RQ is 'By Request Only'** and you must inform the guard before joining the train if you wish to alight at these stations, or signal to the driver by extending your arm to a horizontal position, if you wish to board.



## TIMETABLE

SVR.CO.UK

GBRf Weekend, Sunday 7 September 2025

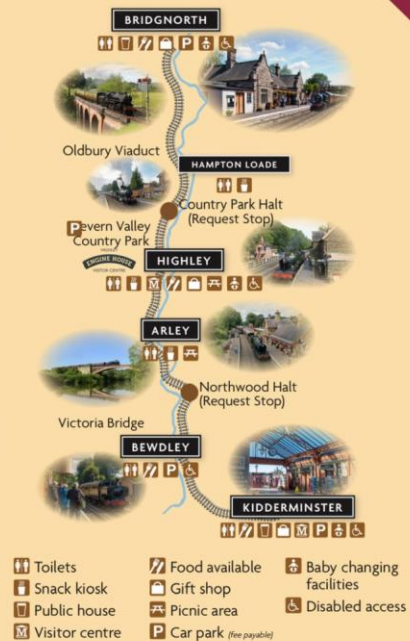
Loco		CL66 (CL57)	4930	CL73s	CL69 (CL57)	50033	DMU*	CL73s	4930	CL66 (CL57)	D1062	DMU*	50033
Kidderminster	dep	0845	1015	1055	1140	1230	1320		1410	1500	1625	1715	1735
Bewdley	dep	0900	1030	1110	1155	1245	1337		1432	1515	1645	1730	1750
Arley	dep		1045	1133	1210	1303	1355		1450	1540	1708	1758	
Highley	dep		1057	1145	1222	1315	1403	1430	1502	1552	1720	1810	
Hampton Loade	dep		1110	1158	1238	1328		1453	1515	1605	1733	1828	
Bridgnorth	arr	0945	1125	1213	1253	1343		1508	1530	1620	1748	1843	

Loco		50033	CL57 (CL66)	DMU*	4930	CL57 (CL69)	CL73s	DMU*	50033	CL73s	4930	CL66 (CL57)	D1062
Bridgnorth	dep		1005	1045	1220	1305	1350		1435	1540	1625	1710	1810
Hampton Loade	dep			1110	1238	1328			1515	1605	1643	1733	1828
Highley	dep			1122	1252	1342	1415	1440	1530	1620	1657	1747	1840
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## THINGS TO DO

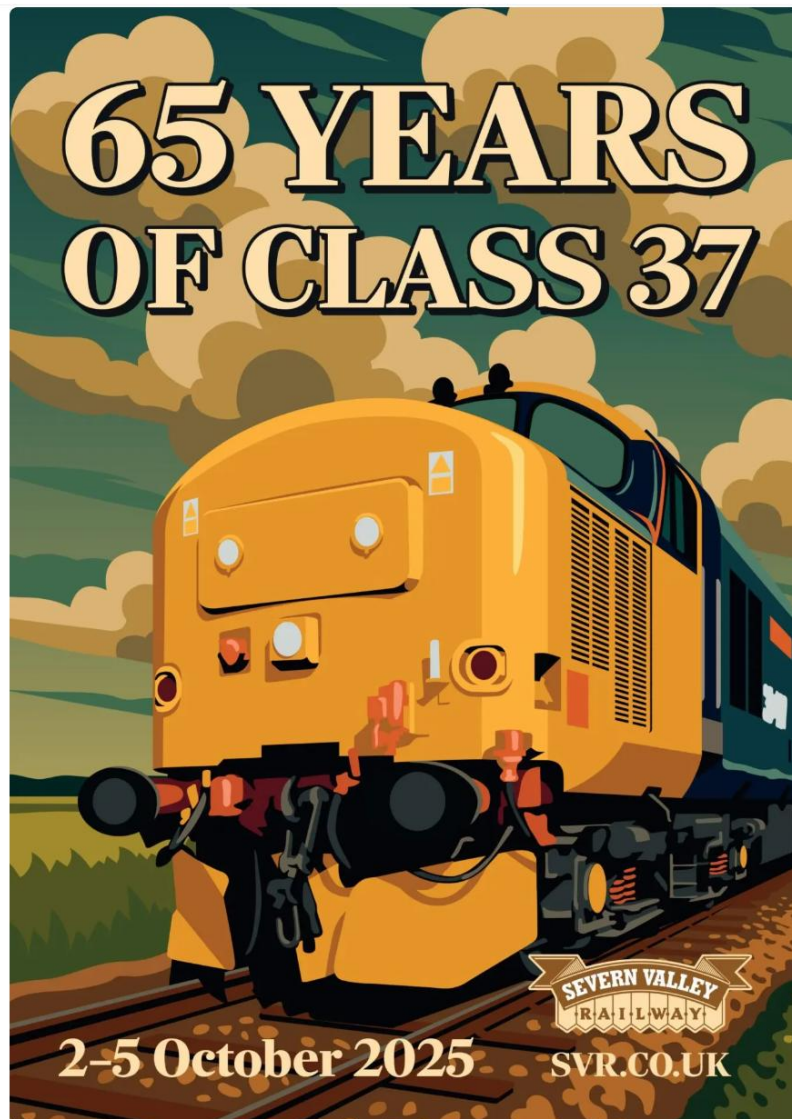
2025



### REQUEST STOPS

If you wish to get off the train at Northwood or Country Park Halt, please inform the guard before joining the train. To join the train at Northwood or Country Park Halt, signal to the train with a horizontal arm extended in the air. Trains will only stop during daylight hours.

Then looking into October, The Severn Valley Railway will be hosting The Autumn Diesel Gala from Thursday 2<sup>nd</sup> to Sunday 5<sup>th</sup> October.



## 65 YEARS OF CLASS 37

Thursday 2 – Sunday 5 October

[BUY NOW](#)

This year's Autumn Diesel Bash celebrates 65 years of the versatile and incredibly popular Class 37.

The event will feature four intensively-timetabled days, taking place from Thursday 2 to Sunday 5 October.

More information will be available a bit closer to the time, but in the meantime, the first loco has been announced as 37248.

## Member's Forum & Gallery

### "Memories"

#### The Western Mountaineer

Thanks to Mike Norris for sharing these pictures of the DTG's D1015 Western Champion, firstly passing Shap & then at Ribbleshead.





### **The Mid Hants Diesel Gala.**

Alan Byrne has kindly shared these great pictures of his visit to the Mid Hants Line Diesel Gala, and in his words :-

"I've just enjoyed a bit of hydraulic magic at my local Mid-Hants line and have attached a few shots which may be of interest to our members.

I must say that the DTG's D1015 Western Champion was certainly entertaining the fans, and although as we all know 'Westerns' can smoke a bit (!), I don't think I've personally witnessed a better 'claggy' display from her than when departing the 3 Mid-Hants stations during the Gala!

D821 was also on fine form, and sounding and looking absolutely superb, and with ales available at a mere £4.50 a pint, what was not to like !"

D1015 takes-off in style from Alresford on Saturday 12th July 2025



More Maybach music as D821 departs, an hour or so later.





And finally, both together.



Also, thanks to Andy Holding, a new WLA member and long-time lover of Westerns who also lives in Hampshire and attended the Mid Hants Diesel Gala.









### **The Greatest Gathering**

Peter Squire has shared this picture of a convoy of locomotives returning from The Greatest Gathering, somewhere approaching Kidderminster, with the DTG's D1015 Western Champion leading and D821 Greyhound trailing, making a bit of a "Peak" sandwich.



### The West Somerset Railway – 2014!

And finally, thanks to Stephen Bartlett for sharing his old pictures from the WSR back in 2014, featuring the DEPG's D1010 Western Campaigner and the DTG's D1015 Western Champion.





### The Western Wanderer - Bank Holiday Monday 25<sup>th</sup> August

A number of Working Members had yet another day out, this time with an assortment of traction, including Class 40, Class 45 and Class 52.

We start with D213 seen at Stafford at 07.50.



And the Peak taking over at Gloucester.



On to Bristol Temple Meads...



And of course, the main event !





## Closing Notes and Book Ends

Someone needs to get their cheque book out and secure this rare plate! Auction to take place on Saturday 6<sup>th</sup> September.

**RAILWAYANA** BY GEOFF COURTNEY

# Castle and Warrior are early GCRA runners

## D 1017

### WESTERN WARRIOR

GWR and BR Western Region motive power headlined the early declared runners in Great Central's quarterly auction on September 6, aided and abetted by a Britannia smokebox numberplate, worksplates old and not so old, and the customary flurry of platform totem signs.

The GWR weighs in with *Fairley Battle* from Castle class No. 5077, which entered service in August 1938 named *Eastnor Castle*, was renamed after a Second World War light bomber in October 1940 and ended its days in July 1962 when a resident of Llanelly (87F). Its original name was reused on classmate No. 7004, which was outshopped by Swindon in June 1946.

BR's Western Region representative is *Western Warrior* and cabside numberplate from D1017, a Class 52 diesel-hydraulic which emerged from Swindon in March 1963 and saw a mere 10 years in service before being withdrawn from Plymouth Laira in August 1973. That decade may be well under half of, for example, the operational lifespan of No. 5077, but in defence of the Co-Co diesel, during its time on passenger duty it clocked nearly a million miles. The smokebox numberplate is from Standard Britannia Pacific No. 70051 *Firth of Forth*, while from LNER K2 class 2-6-0

No. 61784 comes a 1921 Kitson & Co worksplate.

Also in the worksplate category is a 1962 Beyer Peacock plate (works No. 7937) from Class 35 Bo-Bo D7043 – another Western Region diesel-hydraulic that lasted just 10 years – and a second Beyer Peacock plate (works No. 8007) from 1964-built Class 17 Bo-Bo D8590 whose operational career was fewer than seven years. A selection of industrial steam worksplates dating from 1891 to 1915 will also feature in the auction.

Platform totem signs will put on their usual show of force, among which are a BR(M) group of near neighbours comprising Northampton Bridge Street, Shefford, Althorp Park, Woburn Sands and Oakley. Also pulling their weight in this category are BR(S)

dup West Weybridge and Seisdon, and Risca from the Western Region, and knocking on this particular door are SR targets Shalford, Holmwood and Chilworth, and London Underground platform roundels Highgate and Wood Green.

A return to BR and steam leads to headboard 'Belfast Boat Express', which is a new one on me. This train ran from Manchester Victoria to Heysham and Morecambe, and the board coming up for sale was carried by now preserved LMS 'Black Five' No. 45025 on the train's final run on May 6, 1968. At about 48 miles, would this have been BR's shortest-distance named express?

A more detailed preview of the auction, which will be live online starting at 10am, will be in next issue's railwayana column.



And the long-awaited return of a missed Working Member to the TMD !



Remember those green fingers from earlier in this e-Newsletter, well as the summer draws to a close, let's end this month with a memory of those wonderfully warm days, the BBQs and the absolutely must have WLA BBQ Apron – modelled here by Paul Northcott!



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](mailto:info@westernlocomotives.com) or contact me at [wp.finch@icloud.com](mailto: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 1<sup>st</sup> October

<https://westernlocomotives.com/>

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