



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Wednesday, 8th October 2025 at 7.30pm

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

1. Apologies for absence

Apologies were received from Ian Clayton.

2. Minutes of Previous Meeting

The Minutes of the previous meeting held on 10th July 2025 were approved.

3. Matters Arising

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It was understood that Rob Andrews and Coop would undertake the remaining cab refurbishment on D1013. It was noted that the refurbished and re-upholstered cab chairs had been assembled and were currently stored in C5.

All to note

The Charities Commission had approved the change in the Objects of the amended Articles of Association, to allow for the adoption of D1048 as a locomotive, rather than as spares, which would now be put forward for approval at the AGM, along with amended wording proposed and agreed with Ian Clayton and Jonathan Sandiford, including Membership categories to match the web site. A vote of thanks was given by the Board to Ian Clayton and Jonathan Sandiford in recognition of the work undertaken.

Whilst no Gift Aid had been claimed for the year to September 2020, we had now been able to claim for the years to September 2021/22/23/24 with a total amount of £15,653.37 received with a further amount of £1,322 due against the amount claimed for 2025, bringing us right up to date. It was noted that thanks to James Smith, our claims could now be made much more efficiently with an input and output spreadsheet that could populate the information required by automatically communicating with our online data base. This would reduce the time taken for submissions from 2 full days of admin work down to approx. 10 minutes.

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

DS

The proposal to hold two Obbo trips previously considered for 2022 (attached to the stock) as a tribute to Greg Heathcliffe, Henry Coates and, more recently, Chris Shields, plus the single Obbo day out for members/friends, would be discussed at the next Committee Meeting. Hopefully, we can run the event during 2026.

All to note

It was noted that our active Membership number had increased from 611 to 634, which was now a 107% increase since 2021.

Whilst a new Running Agreement had been proposed via the Diesel Committee, there were significant differences and shortfalls compared to our current Operating Agreement. These had been made known to the Committee and further work was expected before the Running Agreement could be considered any further. The next meeting was due on the 24th January 2026.

All to note

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

DS

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

RSS/DS

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

DS

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

MT

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

RSS/DS

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

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

DS

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Following discussion with the Management Committee, additional wording had been included within the Guide to Volunteers (Vs. 4.5, item 6 under General Principles) concerning the need to avoid complacency, plus the need for good communication and cooperation. In addition, it was agreed to consider further, the sample Management Risk Assessment provided to the Directors. A Zoom meeting would be organised to discuss further.

RSS

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There were now two potential candidates for the position of Charities Officer – Mark Simmons Jenkins and Haydn Mudford. Both candidates would be subject to the nomination process at the next AGM, due on the 15th November 2025.

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4. Finance Report

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

Bank:	£266,382
SVR Debtor:	£16,101
Gift Aid Debtor:	£1,322
Total:	£283,805
Budget:	(£71,300)
Contingency	(£30,000)
Available funds:	£182,505
Made up of:	

Restricted funds D1013:	£14,565	(D1013 Bogie Appeal)
Restricted funds D1048:	£7,607	(D1048 Preservation Appeal)
Unrestricted:	£160,333	

A review of proposed and agreed expenditure was as follows:

PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 8th October 2025

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

5. Annual General Meeting 15th November 2025

Ian Clayton had issued out to the Management Committee a comprehensive Members Pack for the AGM, to be checked before issuing out to the Members. This included Notice of the AGM, Proposed changes to the AofA, Members Proxy Form, Election of Management Committee notes and details of the candidates for the Election of the Charities Officer. In addition, the Notice and Proposed changes to the AofA would be placed on the web site.

RSS

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6. Winter Maintenance for D1062

Following a full season of operation for D1062 on 50 days, covering 2.2k miles and earning over £15k of revenue, attention would now be turning the winter maintenance programme for D1062, albeit the bogie project for D1013 was taking immediate priority with access to the pit for further cleaning and NDT testing.

Work required on D1062 included the following items, in no particular order:

- Fuel Valves to be replaced
- Pump to be replaced in A end transmission
- Oil to be changed in A end transmission
- A end transmission to be unlocked from 1st converter, if possible
- New batteries to be fitted
- Receivers to be checked and recertified for 10 years
- Equalising Beam to be examined on pit
- A end bogie lift to rectify equalising beam, if necessary

7. D1013 Overhaul

The main focus would be continuing with the overhaul of B end bogie, where access had been granted to the pit and where the bogie had now been positioned, ready for scraping, cleaning and NDT testing, which would be carried out on the 31st October 2025. In addition, the opportunity would be taken to replace the torque reaction arm rubbers, which in itself was a major operation. The importance of communication and cross-checking availabilities with key members was discussed, due to the limited amount of time to complete the tasks.

The position on the use of the new springs would be clarified once the current loco springs and spare bogie springs had been cleaned, assessed and measured and then compared against the new springs, where slight differences in design would have to be considered.

It was hoped that D1013 will be moved back into TMD during November 2025 where the overhaul as a whole, could progress further. A new set of batteries would be ordered for next year, once the wooden battery boxes have been made in-house.

The Turbo Charger for D1013's "B" end engine, is work in progress for its overhaul in Lincolnshire. Current work included moving the 655 (and a 650) diffuser from Kidderminster to Bridgnorth for assessment for welding repairs at Liverpool, the matched turbine for the turbo to be boxed and sent to from Lincoln to Derby for NDT testing by a Rolls Royce contractor, two impellers to be NDT tested, and 50 to 60 studs & washers to be manufactured.

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8. D1048 Assessment

To enable the ongoing assessment of D1048 to continue, the new set of batteries delivered for D1062 have temporarily been fitted, which enabled the dynostarter to turn B end for the first time in many years. Unfortunately, it has not been possible to charge the batteries using the shore supply to date, possibly due to a faulty ammeter gauge, which may need replacing, along with other investigative work.

A discussion took place on changing the batteries over with D1062's present set and Mike Targett offered to manage this with a proposed working party, possibly over 3 days in February 2026.

MT

Darren Shelmerdine confirmed that a more in-depth report would be provided at the AGM.

9. Any other business

Darren Shelmerdine reported that we had recently received the opportunity to purchase the following items:

2 x brand new MD655 crankshafts, located in Sweden @ approx. £4k each
 2 x 538 Turbos located in Turkey (condition to be established) @ approx. £5k each
 2 x 538 Engines located in Turkey @ approx. £20k each

Total estimated cost: £58k plus Shipping & Taxes

Following a lengthy discussion, it was agreed that it would be unlikely for the Board to agree to purchase all items due to the significant cost but more likely for the Board to consider one or two of the items. It was also agreed that further investigation was necessary to ascertain the exact specifications and conditions of the items, before considering any further. In addition, it was noted that we already had 2 x MD655 crankshafts in store at Bridgnorth but as the present condition of these was unknown, it would be difficult to know whether a further 2 crankshafts should be purchased at this stage.

All to note

10. Dates of next Meetings

Saturday, 11 th October 2025 at 12.30pm:	Committee Meeting at Kidderminster Museum
Saturday, 15 th November 205 at 12.30pm:	AGM at Kidderminster Museum
Saturday, 7 th February 2026 at 12.30pm:	Committee Meeting at Kidderminster Museum
Saturday, 11 th July 2026 at 12.30pm:	Committee Meeting at Kidderminster Museum
Saturday, 10 th October 2026 at 12.30pm:	Committee Meeting at Kidderminster Museum

www.westernlocomotives.com

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