



Western Locomotive Association e-Newsletter – October 2025

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

Another month has flown past, and another busy month with lots of hydraulic action and of course, lots happening behind the scenes.

And what a great picture to start this month's e-Newsletter, with D1062 making a spirited departure from Kidderminster on Saturday 13th September, with our very own Chairman at the controls!

Thanks to Mel Holley from Trackside Magazine for capturing this image and sharing with us.



D1062 was out and about almost every weekend during September, and I hope many of you has the chance to rise behind and enjoy the sights and sounds.

The month started with 2 days of running on Saturday 6th and Sunday 7th during the GB Railfreight Weekend at The Severn Valley – good crowds were in attendance who had the chance to see exactly what a diesel hydraulic can do!

On Monday 8th September, we continued to spread the word with an excellent evening presenting our story to The Oxfordshire Railway Society – if you know of any clubs that would like us to present to them, please do let us know.

Then the following weekend, Saturday 13th and Sunday 14th, we were at it again with Mr Smith putting on a great show, his last turn of the year.

A weekend off on Saturday 20th and Sunday 21st but we went out in style – our last turns of the year, on Friday 26th with an amazing Diesel Footplate Experience Day and then a final two days on the Severn Valley over Saturday 27th and Sunday 28th.

Of course all is fully reported in this e-Newsletter.

But that's it for the year – and now as we approach our Annual General Meeting on Saturday 15th November, thoughts are turning towards the Winter Maintenance Program for D1062 and a BIG push to progress D1013 and complete her ongoing overhaul – the ambition being to start D1013 in 2026 and have her ready for some celebrations in 2027, to mark the 50th anniversary of that last tour.

Back to the start of the month, and Mike Tromans was busy working at the TMD on Tuesday 2nd September and took this classis view – a Western looking at its very best.



Finishing this month with an update from Andy Collett who has shared that he has received a great response to his appeal in last month's e-Newsletter for additional images to add to the 'Western Requiem' video that he is currently compiling.

He passes on his thanks to all of those who got in touch, and there is still time if anyone else has something they would like to contribute.

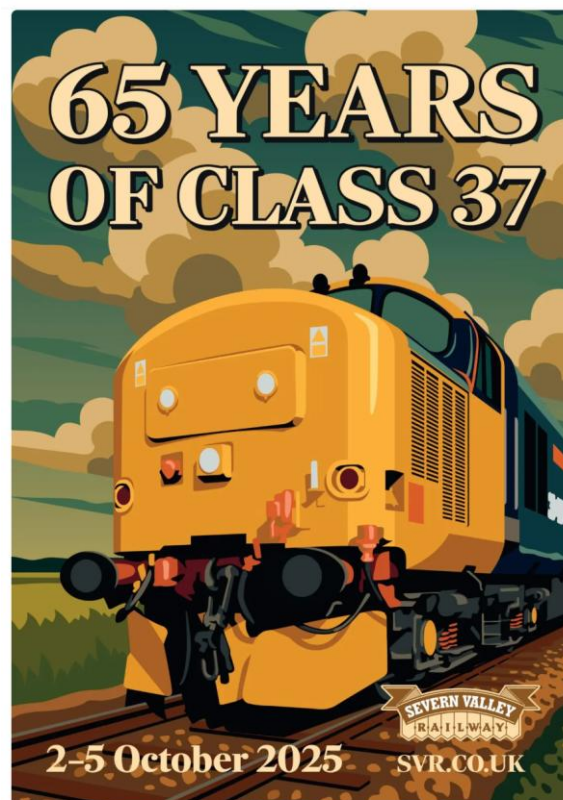
His email address is andy@servicewithahug.com

Additionally, he is now in the process of pinning down locations and wonders if there are any members who can assist with this. He has made a video showing nine locations that he feels sure some members will be able to identify where they are. There are some excellent clues (such as signal ID plates) but so far, he hasn't managed to solve the mystery.

So here is the CHALLENGE - The link to the video is <https://youtu.be/kVTDUz8WMI> if anyone fancies doing a bit of detective work - which would be much appreciated!

As a sign off, we are all preparing now to attend the Severn Valley Railways Autumn Diesel Gala – 65 Years of Class 37s. Although there is no hydraulic operations planned, we will be at Kidderminster with our Sales Stand so please come and say hello, and of course bring your wallets and purses, as Mr Bamber has been busy and there are lots of new items available – including of course our range of 2026 calendars.

See you there!



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-timetable 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.

In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair.
- Notice of WLA 51st AGM, 2025
- 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

There's a good saying (well, I often use it anyway!) and that's "life is short, so enjoy it why you can!" and the same applies to our running seasons – over before we know it, despite D1062 being out more than ever before, clocking up some 2,000 miles, with 100% availability, no less! Anyway, those long summer days frequented by the unmistakable sound of D1062 replicating the summer of '76 for Thousands are now behind us, just leaving the memories of times past by.

Of big note is the 100% availability record of D1062, where all the hard work at the beginning of the year, really paid off and certainly, from a Driver's perspective, D1062 was indeed a top performer, reliable and did what it does best – entertain our Members, Supporters and of course, the SVR's Customers. Who would have thought back in 1977 that a Thousand could still operate on a preserved railway, clocking up around 2,000 miles without any failure in traffic, let alone travel behind one on the mainline with D1015? Quite remarkable. And a testament to the Working Members and all those who support the preservation movement in whatever capacity, as it simply wouldn't happen otherwise!

September was also a remarkable month for revenue too, as whilst D1062 was out "doing the business" during the year, revenue earning business was also being generated! Our operating revenue generated £15.2k for the year (with still a bit more to come) and then we had some further payments during the month from HMRC from our efforts in claiming back Gift Aid, which have so far, totalled £15.6k. Add the two together and it doesn't take much to work out that September was a very good month indeed!

Whilst mentioning Gift Aid, I must mention my son James who came down to stay with me for a few days' "holiday" in Dawlish. Having been made aware of the extremely laborious, time-consuming task it was to work out Gift Aid (two solid days of work for each year's submission, he volunteered his services to set up an Input and Output spread sheet with complex formulas which could communicate with our on-line Membership database to calculate Gift Aid automatically.

After two days of data base programming work, we tested the last "manual" submission for the year ended September 2024 against his new automated system, which took just 10 minutes – the difference between the two? Less than one pound! Of course, it won't be too long before we can do a further Gift Aid claim for the year to September 2025, so in theory, it should be a bit of a doddle, now – thank you James!

Looking ahead, there's still much to be getting on with, not least Winter maintenance work on D1062, the ongoing bogie work on D1013 including the turbo and engine re-build and the ongoing work on D1048, which is in better condition than most of us thought! We have a Board meeting on 8th October, a committee meeting on 11th October and then of course, our AGM on 15th November.

No wonder life's so short, with so much going on!

See you on the Valley!

Roger Smith
Chairman



Notice of WLA 51st AGM, 2025

15th November 2025

To be held at :-

Kidderminster Railway Museum
Station Approach
Comberton Hill
Kidderminster
Worcestershire
DY10 1QX

AGM Commences at 12:30pm in the Royal Star Room

The Western Locomotive Association Annual General Meeting will be held at Kidderminster Railway Museum on 15th November 2025.

The venue is a short walk from Kidderminster Station.

The meeting will start at 12:30 in the Royal Star Room.

This will be our 51st AGM.

As a Company Limited by guarantee and a registered charity we are bound to holding an AGM every year and it is an important part of our governance where members can ensure the Association is being run properly. With the success over recent years of recruiting almost double the number of Members comes the need in making sure we have as many Members vote on resolutions put forward by the Board and Committee. As part of our Articles of Association (our charity and business governing rules) we must have at least 7.5% of Members voting either face to face at the AGM or via Proxy vote to be quorum. Please come along to the AGM to hear about the running of the WLA and our successes/challenges over the course of 2025, and plans for 2026, and of course your opportunity to vote on resolutions put forwards. This is made even more important this year as we'll be voting on changes to our Articles of Association, including the addition of D1048, and any other Western locomotives, to our Objects. If you cannot attend as a minimum please vote on these changes and election/re-election of Committee Officers by Proxy vote. This year we are again going to provide a short introduction for all Committee Members standing for re-election/election so you can meet the Team. We will provide Proxy voting forms approximately a month before the AGM. These will be provided by email to those Members who we have a registered email address, or by post to Members who we only have a registered postal address. This will undoubtedly save the WLA costs on printing and postage that can be used elsewhere for our locomotives. If you would like to provide your email address if you haven't already for future use please let us know by contacting us here <https://westernlocomotives.com/contact-us/>.

Non-members can come along and hear all about the running of the Association but will not be able to vote on matters arising.

Peter Bamber and the Sales Team will hopefully be bringing along some of the latest array of sales items on the day and hopefully our Membership Secretary will also hopefully be in attendance allowing you to renew your membership for 2026 on the day if you wish. It should be noted that it is very easy to renew your Membership on our website now using the following website address <https://westernlocomotives.com/membership-account/membership-levels/>.

You can even opt to auto-renew each year, which means you'll never forget to renew again!!

The Agenda for our AGM is currently as follows below :-

- Apologies for absence (please forward to the Secretary by post or email ian_c_clayton@yahoo.co.uk)
- Minutes of the 2024 AGM
- Matters arising (please forward any items including resolutions to the Secretary by email or post no later than 28 days before the meeting)
- Chairman's and Board Report by Roger Smith
- Engineering updates on our 3 locomotives D1062, D1013, and D1048 (including the latest on the full engineering assessment of the latter)
- Officer Reports
- Changes to our Articles of Association including changes to our Objects to include D1048 and any other Western locomotive.
- Resolution to accept the proposed changes to our Articles of Association and Objects put forward by Committee.
- Resolution of Election of Officers
- Any other business including potential 2026 events
- Dates of 2026 meetings and AGM
- Close and end of formal proceedings.

Possible film/slide show or talk – please contact the Secretary if you are interested or know anyone who may be interested in presenting.

D1013 – A Progress Update

The next progress update will be reported at the up-and-coming AGM on 15th November.

D1048 – A Progress Update

The next progress update will be reported at the up-and-coming AGM on 15th November.

News Update – September 2025 (All pictures supplied by Working Members)

Tuesday 2nd September

A team including Mike & Mark were at the TMD at the start of the month & shared the following yard views ...





Friday 5th September

Ahead of driving turns on Saturday 6th September, Darren had a productive day working on our locomotives.

Following on from Mark servicing D1062 over the previous weekend, Darren completed a number of additional jobs including charging the batteries, topping up the coolant and replacing a vacuum bag O ring. Engines were also barred over following the recent rain.

Some attention was also given to No 11 Wheel Brake Adjuster which had worked loose, showing the importance of marking fixings so that any issues and movement become visible.

A fuel pressure gauge was also replaced at "B" end, if this works will, "A" end will be replaced also. A fuel system test was also carried out as we are considering replacing the fuel pumps over the winter maintenance period.

Attention then turned to D1013's bogie and bolts were loosened on No 5 Final Drive casing ready for its removal and the replacement of a broken bolt, which will be the next task to be completed.

We start with some pictures of the final drive casing...





And the replacement bolt to be fitted.



Saturday 6th September – Severn Valley Railway GBRf Event

Thanks to Steve Widdowson for his picture of D1062 participating in the GBRf event at The Severn Valley. Other pictures will feature in the next Western Courier Magazine (Spring 2026!)



Thanks also to Mark SJ for the following contributions from the same day, starting with a couple of excellent shots of D1062.





And enjoying her last runs on the Severn Valley before returning “up north to Bury – 40 106.





Also attending the event and sharing memories, thanks to Peter Stokes.....





Monday 8th September

Over Monday 9th and Tuesday 9th, a number of parts were transported to Burton and Lincoln, another big step in the return to service of D1013.

We start with a picture of Greg with the van used to move the equalising beams and turbo components, and then the parts in the van collected from Lincoln that have already been completed and ready for the journey back to Kidderminster.





Back at Kidderminster on the 9th, a reflection of a Class 20 is recorded on D1062!



On the same day, we presented to The Oxfordshire Railway Society – The audience looking the wrong way!



How long do we have?



In full flow.....



The audience are rivetted.



Saturday 13th September

Our chairman was out driving D1062 for the last time (this season), and with unsettled weather threatening to see "him" out with a good soaking!





It started promising.....



But alas, the rain soon arrived.



Captured also by Dave H who had a busy day in the TMD with Graham G and Coop... Courier caught sunbathing with both pre-heaters running. Chairman was driving with big Mark as his 2nd man.



And the 1st first two overhauled brake cylinders were refitted to the bogie with air pipes also connected by Graham and myself.



And the next area of the bogie that needs cleaning, prior to further NDT – here as pointed out!



Let's end the day with another edition of The Chairman's Diary, starting with the man himself, and his 2nd man for the day.



D1062 ready for the start of the day in the bay at Kidderminster.



And a few more views of the brake cylinders fitted on D1013's "A" end bogie.





Mark Perry was also recording events on the 13th....

His first picture shows D1062 propelling the stock into Platform 2 past the new Radar signal gantry currently being installed as part of the platform extension project.



D1062 is then seen ready for the off, and again, our chairman looking proud as he prepares for his last driving turn on the locomotive in 2025. Ending with Lil caught in the back cab as D1062 departs with the 12.30 service to Bridgnorth.





Saturday 20th September

Hydraulics dominate in the view of the yard outside the TMD a few days before the start of the weekend.

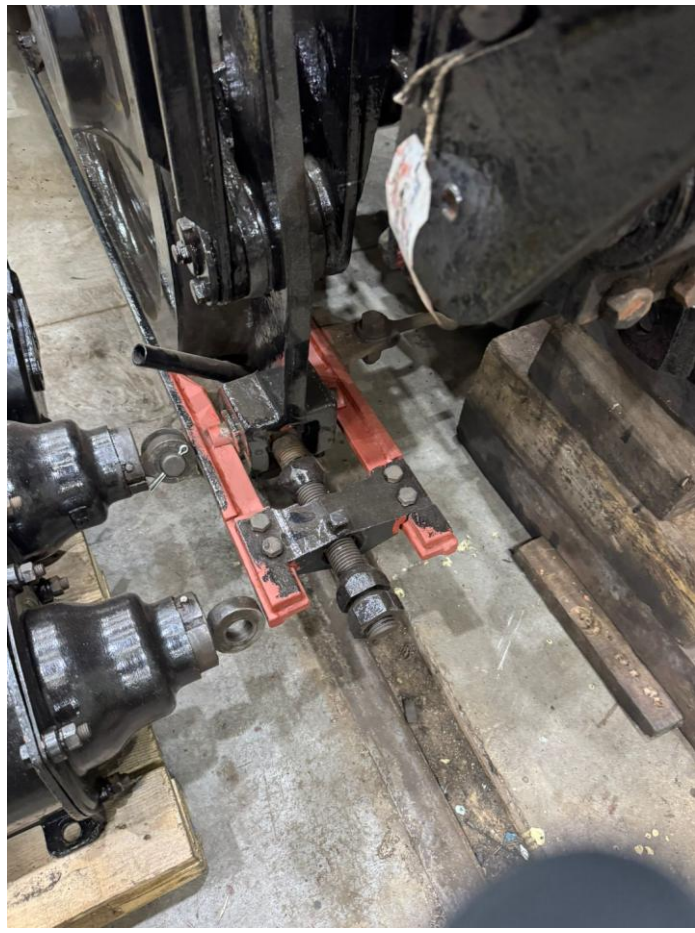
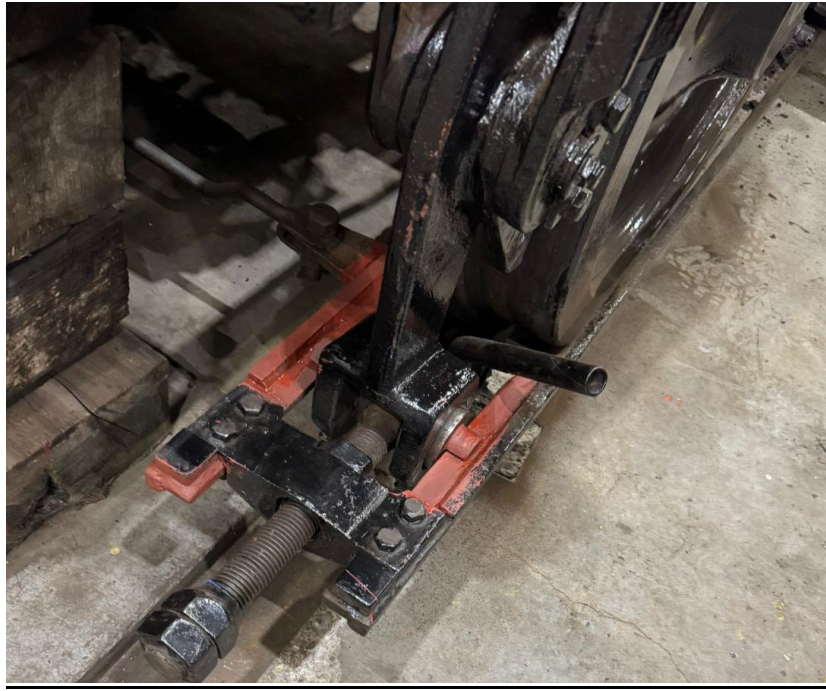


By the weekend, Courier was tucked away inside the Carriage Shed in CS5.



The team in the TMD were busy trying to address the less accessible parts of D1013's "A" end bogie that had escaped attention to date.





Friday 26th – Another Diesel Footplate Experience

Our last DFE of the year and another glorious day for the lucky participants. D1062 is seen at Kidderminster awaiting departure to Bewdley to pick up the “drivers.”



Passing the TMD, and 40 106 was captured, awaiting a return to Bury and the East Lancs Railway



At Bewdley, the excitement was evident. Note the mandatory uniforms.



And once outside and in the locomotive, the pressure was rising !



And almost ready for the “off”



D1062 continued to bask in the sunshine at Bridgnorth.



The TMD Tour saw some very old plates “reunited” with a certain Lady.



And of course, the customer awarding of certificates after everyone passed their Driving Tests.



And a past Chairman returned to the seat for the day.



The morning DFE was very much the “Langley” DFE Event with multiple generations of “Langley” present, all having a morning that they will never forget. Thanks to Tim for his note below and for sharing their memories.

“Just a quick note to thank you, Peter and Mark for looking after us so well on Friday. We all had a fantastic time and are still basking in the glow of it all! Courier was on incredible form, and it was an absolute privilege to be able to get behind the controls. The rest of the family also loved the day, and we are all extremely grateful to everyone who helped make the day possible. I have attached a few photos of the day from our point of view. Thanks again and all best wishes. Tim”







Saturday 27th September

Thanks to Mr Hewell for his records from Saturday 27th – two Working Members out enjoying the last weekend of hydraulic haulage in this first shot.



Then one Working Member admiring another Working Member !



And it certainly looked like a fun day.



Sunday 28th September – Our last day in operation this year!

And a few shots from our last operating day of the year to bring this month to a close. We were joined for the day by HellFire TV who recorded our return trip – the video of the recording will be premiered at our AGM on 15th November. And the weather was certainly on our side again.



Recording equipment fitted



Being the last run of the year, lots of WLA Members present to enjoy the sights and sounds.



And some lucky ones getting that ride on the locomotive experience.



"I love that locomotive" – I am sure that is what this youngster was saying.



And a classic Bridgnorth shot.



Smiles everywhere.



It wasn't all "fun" all day, some of the more conscientious Working Members were busy cleaning the springs from D1013 – thanks to Sally & Zac.



The day was soon over, & D1062 for the last time this year prepares to return to the TMD.



But one final job, and interviews with HellFire TV for that video.

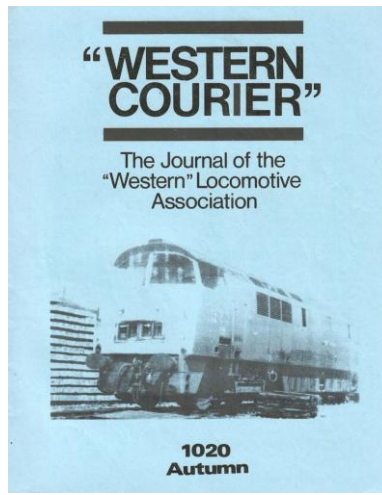


So to end the season, I we are all proud to share that D0162 has operated on nearly 50 days, covering all of its own turns and also many others, travelling over 2,000 miles, earning the WLA significant revenues and the fact that we are most proud of – not missing a heartbeat and delivering **100%** availability.

A massive thank you to all the Working Members that make this possible and to all our members for their continued support, as without you, we simply could not do what we do.



Western Courier



Sixteen Years on the Westerns, Part 2, by Western Sparksman

Contact with the Westerns was resumed in 1965 when, on completion of my apprenticeship, I re-entered the Electrical Traction Shop. From then until 1972 my time was spent on the repair and overhaul of control equipment for the hydraulic locomotive classes. During this period, the Westerns had many modifications including the fitting of dual brake / A.W. system and Driver Safety Device among dozens of other small electrical modifications. It allowed one the occasional "Trial" in order to check the required apparatus.

In early 1971 the announcement was made that, coupled with the proposed withdrawal of most of the diesel hydraulic locomotives a total of 1,100 Swindon Works staff would be made redundant. This would leave a small percentage of the remaining workforce on component repairs for the Westerns which remained in traffic. It was intended that the Western class would be extinct on BR by the summer of 1975 with the final closure of Swindon Works to follow shortly afterwards.

During these trouble times, D1062 Western Courier was withdrawn and along with other locomotives of the class, arrived at Swindon for scraping. However, on arrival in the "A" Shop it was subjected to a "cost of repairs" joint study by the electrical and mechanical shop stewards. Armed with repair assessments and costs, a lobby was made to BR HQ along with a plea for the retention and repair of the Westerns still in traffic. All the replies were in the negative.

Yes, it was murder most foul and resulted in D1062 being "blackd" by the workshop staff. In order to quieten the situation, D1062 was removed to the turntable area and there languished until purchased by the WLA in 1976.

Following two crippling strikes by the miners and a change of government, there was a backlog of coal movements which helped precipitate an acute shortage of Type 4 Locomotives. This caused BR HQ to rethink its traction and repair policy. The end result was another eighteen months working for a fair number of the class and provided a lifeline to the workforce at Swindon still engaged on component repairs. Also, an upsurge in general railway work also meant that Swindon Works would survive the devastation of the early 1970s and carry on for several years and more.

Spring 1976 and in a chance conversation with Graham Howell, I learned that he belonged to a group of rail enthusiasts called the WLA, who intended to preserve and operate a Western and perhaps I might like to join them. To which I replied – "You must be b....y mad!" However, with my sanity in question, I did join and a couple of months later went down to the turntable and inspected the prospective purchase; I remarked that it might take a couple of years for restoration if one was lucky.

As history has shown, D1062 was purchased, and restoration took seven months only. Crammed into that time were many thousands of man hours and burning of the midnight oil. During the months of restoration, members of the WLA witnessed the demise of the Western class from BR service. Fellow member and good friend Richard Holdsworth made a successful bid for D1013 Western Ranger. My machine safe from the cutters torch – what sweet irony that sixteen years after being engaged on the construction of D1013, I should now be engaged in her restoration.

What of the future? Well, continuing restoration and maintenance of both locomotives is of prime importance with the hope that perhaps main line running will take place!

Maybe an article entitled “Sixteen Years of Preservation” will be written. Fourteen years to go and it will be issue 1073 Western Bulwark – JUST!

Graham Howell (Honorary Vice President) works on the name and numberplates for D1062 Western Courier.



Sales Team Update

Well, the operating season is over for Courier after a magnificent performance with over 2,000 miles under her belt and 100% availability. If you told the guys who preserved her back in 1976, I suspect the air would have been blue :)

Of course, for the Sales Team it is still all systems go with both wall calendars and desk calendars now available from the online store along with our new jigsaw – “Arley Interlude”, all of which make excellent Christmas presents.

The Autumn Gala/Diesel Bash is going to be exclusively Class 37's and of course we will be on the concourse at Kidderminster as usual to show the 37 bashers that there is one class of loco which is even better than theirs. If you're going to be at the Gala, please come and see us.

And do not forget our Autumn Raffle – Tickets will be available at the Gala or can be ordered on-line up until, midnight on Saturday 4th October.

- 1st Prize is a Driver Footplate Experience on the SVR – worth £650!
- 2nd Prize is an On-Train Dining Experience of your choice on the SVR – worth £250
- 3rd Prize is an A2 print, “Western Bufferstops” a pencil drawing of 2 Westerns at Kidderminster.
- 4th Prize is a Dapol 00-gauge model of Western Ranger in maroon livery.

Buy your tickets now at [Raffle Tickets - Western Locomotive Association](#)

We were delighted to recently receive a superb collection of prints from Colin Marsden and the pictures attached show some examples with Courier in maroon FYE and hydraulics at the Laira open day back in 1991. I have several sets of ten of these photos available in 6" by 4" format and I'm offering them to members for £10 including P&P, just email sales@westernlocomotives.com if you are interested.



Having just completed the stocktake for the WLA year end, at least it's not during the Gala this year!, I have a slightly damaged copy of Bernard Mills superb book "Western Class Locomotives - a Tribute" which is yours for £7.50 including P&P. The photos shown the cover and the damaged page.



We also have a jigsaw looking for a new home. It was donated and has been opened but all the pieces are in a secure bag. Just £10 including P&P.



Finally, would you like to own a piece of history? A large flake of paint from a bubble which formed on the bodyside of Western Lady and was carefully removed to allow the patch to be treated. It's yours if you make a modest donation to Lady via the website and let me know. The one in the picture is the biggest at over a foot wide and I have a couple of smaller ones if demand is high :)



To finish with my usual request, if you have diesel books, especially hydraulics, models or memorabilia looking for a new home WLA Sales can help. Just contact me and we can arrange a handover.

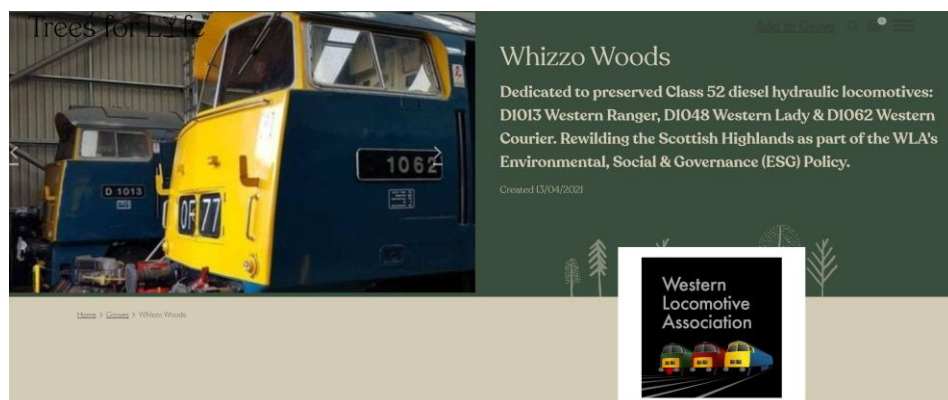
Best regards
Peter Bamber
Sales Officer

Whizzo Woods

We have reached the magic number, we now have **500** trees in Whizzo Woods, - a massive thank you to all of you for your continued support of this initiative, now onto 1,000 trees – **just another 500 to go.**



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
- 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.

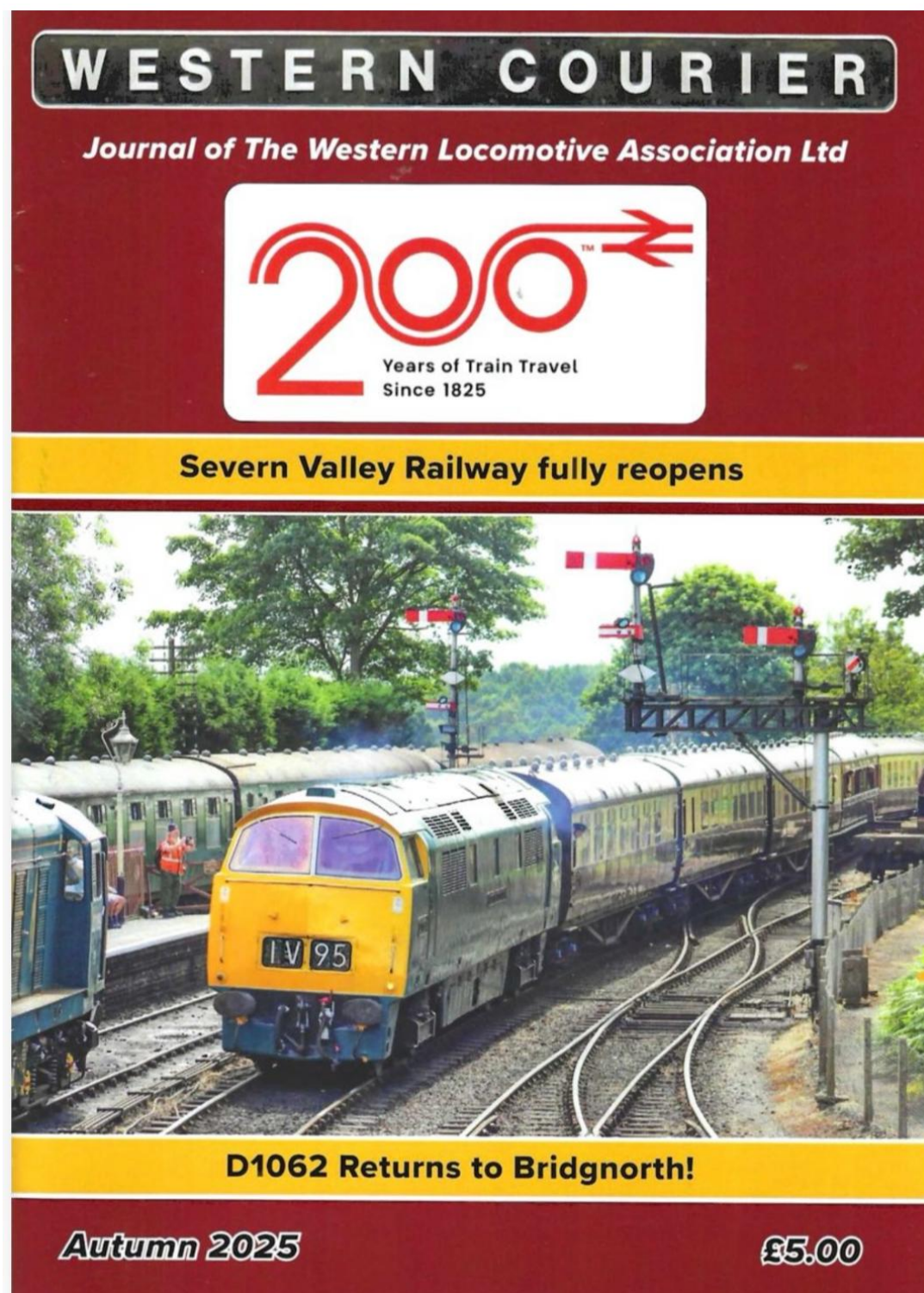
Just think, if every member persuaded one other person to join, we would double our membership! So why not step up to the challenge and help us to achieve our objective of doubling our membership.

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

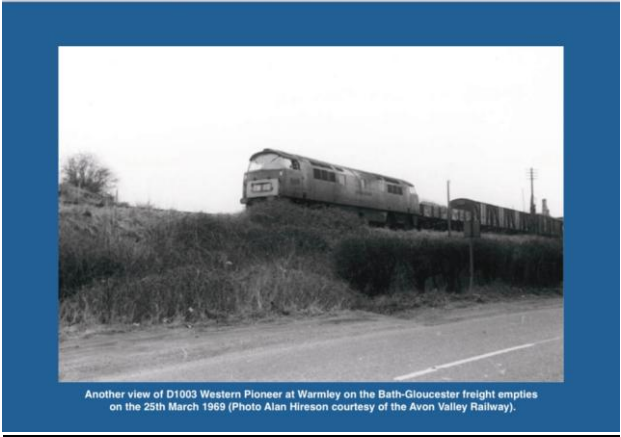
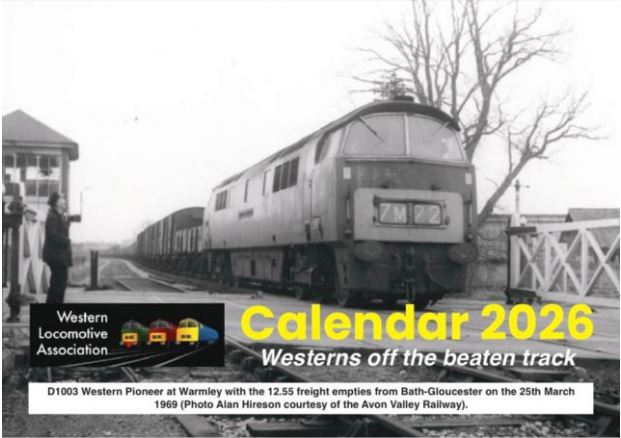
Of course, the publication of the month is the Autumn 2025 Edition of “**Western Courier**”
Hopefully you have all received your copy – additional copies will be available on the Sales Stand at the Autumn Gala and on the website.



Back Cover of Western Courier



Also now available are our 2026 Calendars , the Desktop Version seen below.



D1067 Western Druid at Maiden Newton with a Weymouth-Bristol Temple Meads service on the 1st February 1975 (Photo Bernard Mills).

JANUARY

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Western Locomotive Association

Media Coverage

Trackside, October 2025

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▼ The long, dry summer spell meant that many heritage lines operated services using classic diesel traction. At Bridgnorth, 'Western' diesel hydraulic No. D1062 Western Courier and 'Peak' diesel electric No. D182/46045 await consecutive departures south towards Kidderminster on 12 August.

Paul Appleton



We also had a brief mention in **Rail Express, October 2025** in the article “Western Prince revival Progress” which is well worth a read and very encouraging.

PRESERVATION

DIESEL DIARY

Class 37s take over SVR for four days

THE Severn Valley Railway's event celebrating 65 years of the Class 37s in October is expected to feature more than a dozen EE Type 3s. The first visitors to be confirmed are Nos. D6948 (37248), courtesy of the Gwoller Group, and 37250 from the Wensleydale Railway. Several main line visitors are

also expected, but the actual locomotives involved have yet to be confirmed and are dependent on the operator's other commitments. A '37' hauled railtour, being promoted by the Branch Line Society, is due to arrive on October 2, with a corresponding return working taking place after the event on October 6.

2025 GALA DATES

September 20/21: Plym Valley Railway
September 20/21: Tanfield Railway (Diesel Pioneers)
September 27/28: Bodmin & Wenford Railway
September 28: Telford Steam Railway
October 2-5: Severn Valley Railway (65 years of Class 37)
October 4/5: Llangollen Railway (Railcar)
November 8/9: South Devon Railway

IN BRIEF

'26' TO LEAVE WHITROPE

LOCATED at Whitrope Heritage Centre on the former Waverley route since 2016, No. 26040 is to move to a private, non-railway, site near Carlisle for continued restoration. Its new base is close to the owner's home, meaning that its renovation will be easier to progress. The '26' has been in preservation since 1994 and, although it has moved a short distance under its own power since being acquired, it has not hauled a train for more than 30 years.

CROMPTON VISITS SWANAGE

AFTER a short spell at Workshop for maintenance, No. 33053 moved to the Swanage Railway during August to provide additional diesel traction during the peak running season, joining No. 20066 which has remained on the line since it visited for its gala in May. Resident

'Crompton' No. 33111 is away at Barrow Hill undergoing bodywork repairs; work on reskinning the No. 2 end cab is nearing completion.

RETRO LOOK FOR D7017

WITH its bodywork repairs completed in time for a running weekend marking 50 years of 'Hymek' in preservation, the Diesel & Electric Preservation Group's No. D7017 has emerged from the West Somerset Railway's Minehead workshops in BR blue with large 'D+EG' logos on its bodysides. The 'Hymek' ran with such logos in its early years of preservation; at the time, the DEPG was known as the Diesel & Electric Group, and British Rail did not approve of the use of its double arrow symbol on locomotives not in its ownership.

CLASS 37 LOAD BANKED

FOLLOWING a successful start-up in late July, No. 37003 underwent a series of load bank tests at UK Rail Leasing's Leicester depot during August, culminating in the locomotive moving under its own power for the first time in over 12 years on August 21.

'GENERATOR' UPDATE

WORK on repairing the corroded radiator headers, which saw No. 47401 North Eastern stopped in 2024, is progressing, and the first is nearing completion after the welding of new steel sections.

BODY LIFT FOR DTG 'HYMEK'

DURING August, the Diesel Traction Group's No. D7029 was lifted from its bogies and placed on jacks to enable the underside of its bodywork as well as the bogies to be stripped back to bare metal. At the same time, the locomotive's air reservoirs have been prepared for inspection.

DEAN FOREST BRIDGE BASH

A footbridge at St Mary's Halt on the Dean Forest Railway was destroyed when it was hit by an out-of-gauge excavator being transported on a wagon by No. 08769 on August 14. The Rail Accident Investigation Branch was informed and a Safety Digest is to be issued. Nobody was injured in the incident.

POWER CAR LEAVES PLYM VALLEY

AFTER a longer stay at the Plym Valley Railway than expected, HST power car No. 43091 was moved to Vincent Engineering's site near Henstridge airfield in Somerset. Devoted of a power unit, it has since been offered for sale.

Western Prince revival progress

THE restoration of the Bury Hydraulic Group's No. D1041 Western Prince has gathered momentum in recent months, following its move into the East Lancashire Railway's Bury Loco Works after many years at Castlecroft.

The freshly repainted cooler group on the locomotive, every radiator element retaining thread having been cleaned and retapped. Final connection and element installation is awaited. Rewiring work is continuing, and its serviceable engine is in excellent

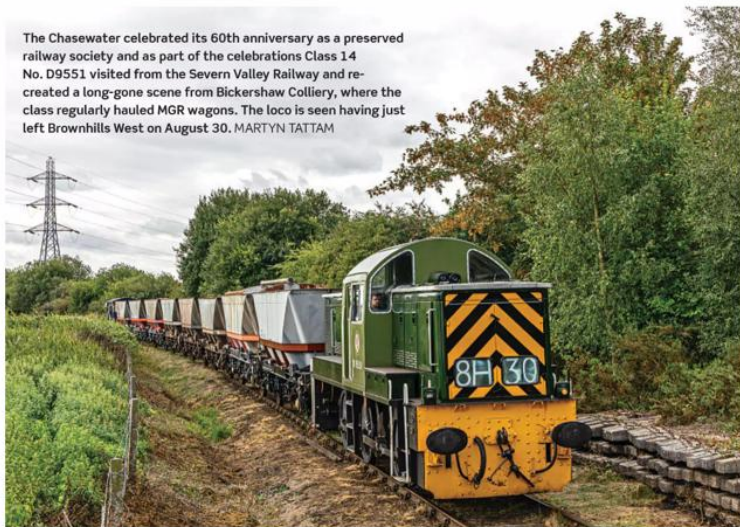
condition, having undergone a rebuild in the early 2000s, not long before the 'Western' was stopped.

One setback has been that of the defective dynostart, which prevented the power unit from being started in 2019 before work stopped due to the Covid pandemic. It had been hoped to use a spare example (from No. D7096), but after carrying out preparatory work, it was found to have different mounting flanges; consequently, the decision will need to be made to either swap the flanges between

units or send the defective dynostart for overhaul – one is likely to be time-consuming, and the other costly.

No. D1041 last ran in 2004, although one of its power units was fitted to No. D7076 in 2009, creating a 'Wesmek', as it became known, which operated for around 12 months. With the Western Locomotive Association's No. D1013 Western Ranger (which last ran in 2009) in the final stages of its extensive overhaul, perhaps we will see the return of two 'Westerns' to service in the next year or two?

The Chasewater celebrated its 60th anniversary as a preserved railway society and as part of the celebrations Class 14 No. D9551 visited from the Severn Valley Railway and re-created a long-gone scene from Bickershaw Colliery, where the class regularly hauled MGR wagons. The loco is seen having just left Brownhills West on August 30. MARTYN TATTAM



And finally, this month, some coverage for D10487 in the on-line publication **Railway Herald, Issue 919.**

Good news for WLA-owned *Western Lady*

There has been positive news from the Western Locomotive Association in respect of 'Western' No. D1048 *Western Lady*.

The locomotive was 'gifted' to the Association, a move that was seen as the best option for the 'Western' going forward. However, there were concerns over its current condition. A thorough inspection by the WLA has revealed that a full restoration to working order is feasible, as and when time and money allows. While some areas were found that indicated significant work is

required it is accepted that *Western Lady* is in much better condition than had been feared, although further inspections will be required.

It is understood that the over-riding result is 'feasible but not imminent', with time, money and manpower all being required, before the locomotive moves under its own power once more. It is 44 years since *Western Lady* last worked a train, and its arrival at Kidderminster in September 2023, means that four of the seven preserved members of the class are now based on the line.

Railway Herald

Severn Valley Railway News – Running Dates & Events

The Severn Valley Railway will be hosting The Autumn Diesel Gala from Thursday 2nd to Sunday 5th October.



65 YEARS OF CLASS 37

Thursday 2 – Sunday 5 October

Stars of the show:

- 37508, courtesy of Loram UK Ltd and Steve Beniston.
- D6948 (37248), courtesy of The Growler Group and the Gloucestershire & Warwickshire Railway.
- 37250, courtesy of Vince Minto and The Wensleydale Railway.
- 37263, currently based on the SVR.
- 37264, courtesy of John Harris and the North Yorkshire Moors Railway.
- 37xxx, courtesy of West Coast Railway Company (subject to availability).
- 37901, courtesy of Europhoenix Limited.
- 37688, courtesy of D05 Preservation Limited and the North Yorkshire Moors Railway.
- 37423, courtesy of Europhoenix Limited.
- 37501, courtesy of Rail Operations Group.

Autumn Diesel Bash 2025 - 65 Years of Class 37																	Sunday 5 October			
Loco			WCRC (37264)	37248	37508	37263	37688	37250	37248 (37264)	37250		37248	37264	WCRC (37508)	37263	37688	37423	WCRC	37250	
Service			TT	AB					TT			TT	AB			AB		TT		
Kidderminster	dep		0800	0820	0900	0940	1020	1055	1105			1200	1245	1320	1335	1425	1505	1540	1600	
	arr		0812	0832	0912	0952	1032	1107	1117			1212	1257	1332	1347	1437	1517	1552	1612	
Bewdley	dep		0815	0835	0915	1000	1045	1110				1217	1305		1355	1445	1530		1630	
	dep		0830	0850	0930	1023	1100	1130				1238	1328		1418	1508	1545		1645	
Highley	dep		0842	0858	0942	1035	1112	1138		1200		1250	1340		1430	1520	1557		1657	
Hampton Loade	dep		0855		0958	1048	1128			1213		1303	1353		1443	1533	1613		1710	
Bridgnorth	arr		0910		1013	1103	1143			1228		1318	1408		1458	1548	1628		1725	
Loco			37250	37248	37264	WCRC	37264 (37248)	WCRC	37508 (WCRC)	37263	37688	37423	37250							
Service				TT		TT		AB		AB		TT					AB	TT		
Bridgnorth	dep				0940	1025		1110	1150	1240		1330	1420	1510			1555	1645	1730	
	dep				0958	1048		1138	1213	1303		1353	1443	1533			1613	1710	1748	
Highley	dep			0915	1012	1058		1120	1152	1237	1317	1407	1457	1543			1627	1722	1800	
	dep			0930	1022			1130	1202	1237	1327	1417	1507			1605	1645	1732	1810	
Arlsey	dep			0943	1035			1143	1215	1250	1340	1430	1520			1615	1658	1745	1823	
	arr			0920	0955	1037		1130	1145	1225	1300	1350	1405	1440	1522		1628	1658	1745	
Bewdley	dep															1615	1635	1700	1747	
	arr			0932	1007	1050		1142	1157	1237	1312	1402	1417	1452	1535		1627	1647	1712	
Kidderminster	dep																1635	1700	1747	
	arr																1647	1712	1780	
TT - This train covers the Travelling Tavern on board										AB - This service is formed of Air-Braked carriages and may not have access for wheelchairs or pushchairs										
e.g. (37264) - Locos in brackets are on the rear of the train																				

Member's Forum & Gallery

"Memories"

Thanks to Jeff Edisbury for sharing and allowing me to share the following pictures from the last few years.

11th May **2025** & D1062 is seen approaching Bewdley.



Out of the gloom and into the light. D1062 passes Rifle Range on its way to Kidderminster on 18th May **2024** at the SVR Spring Diesel Gala.



15th July **2022** & D1062 passes peak 46045 at Bewdley.



The DTG's D1015 is seen approaching Highley on 22nd July **2022**.



On 11th July **2021** D1062 floats across Rifle range looking rather splendid with a train bound for Kidderminster.



And finally, on 11th July **2021** D1015 bursts out of the tunnel at Rifle Range heading for Bewdley.



Thanks also to Peter Squire for sharing his pictures of the DEPG's Hymeks at the 50th Anniversary Event on 30th and 31st August.

Head-to-Head / Blue vs Green !



Double headed delight.



Who can you spot on the platform?



Closing Notes and Book Ends

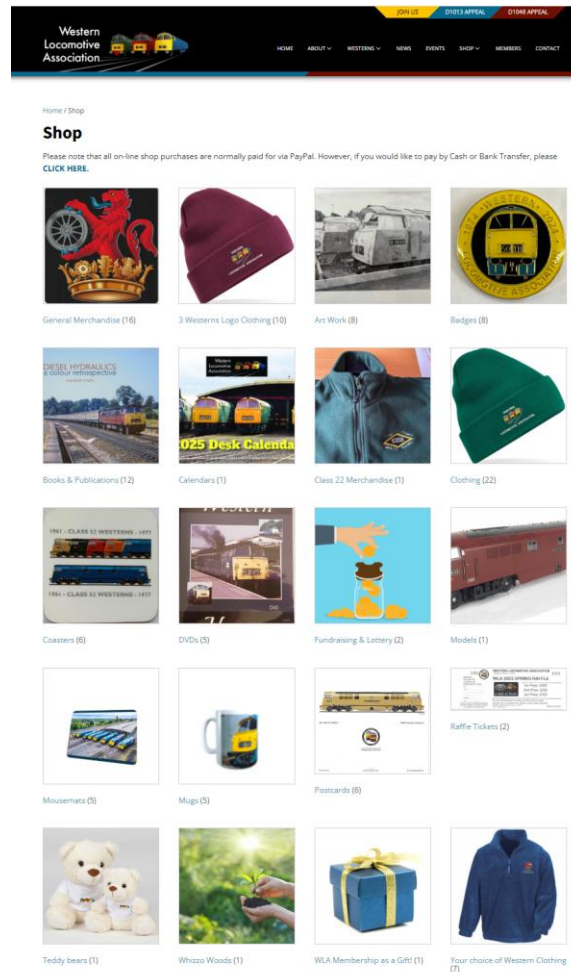
Sharing with you the best dressed grandson in town – Benji, aged 4 !



And also, Tim Langley and Benji flying the WLA flag at Taunton Vintage Bus Day in June.



Can you beat this ? Well you know where to purchase the best “hydraulic” fashion accessories – at [Shop - Western Locomotive Association](#)



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 November

<https://westernlocomotives.com/>

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

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