



Minutes of the 2025 Annual General Meeting of the

Western Locomotive Association

Held at the Royal Star Room, Kidderminster Railway Museum on

Saturday 15th November 2025 at 12:30

The Chairman Roger Smith welcomed members in attendance and opened the meeting.

Apologies of absence.

Received from the following members: Alan Berck-May, John Dickerson, Gareth Jones, Roy Kethro, Jeremy Kirk, Ian Carrington, Rob Thomas, Rick Hartley, Colin Tarry, Peter Rodgers, Alan Clarke, Haydn Mudford, Andy Meadows, Roger Fry, Pete Sandham, Colin Marsden, Nick Theobald, Jonathan Dunster, David Glover, Marty Kent, Steven Wainwright, Jonathan Wilcox, Pat Hearn, Ian Jackson, John Clayton, Doug Tompkins.

As part of the Proxy Form returns and apologies of absence some Members have provided feedback regarding the WLA which is always great sharing with Committee, Working Members, and wider Membership.

Ian Carrington - I again take this opportunity to congratulate the Management Committee and all the Working Members for another fantastic year. You all do a truly amazing job. I am so pleased that D1013 is progressing extremely well and that D1048 is looking like a phoenix ready to rise from the ashes in the future. Not to mention go old dependable D1062. What a fleet! Maybe a mainline excursion in the not too distant future! I hope you have a great meeting and look forward to seeing the minutes in due course.

Rob Thomas - thank you for your effort and commitment in keeping the WLA moving forward.

Daniel Cartwright - in simple terms I have utter confidence in the WLA to keep doing the excellent job they have been doing. I really appreciate everything you are doing. Seriously. It is brilliant.

Stephen Redman - thank you to all the committee and working members for all your hard work during the past very successful year. I look forward to visiting the SVR again next year for some Maybach music.

1. The minutes of the 2024 AGM.

Minutes and actions of the 2024 AGM were approved.

Steve Draper – proposer.

Mark Simmons-Jenkins – seconder.

Vote – all in attendance approved.

2. Matters Arising.

From 2024 and previous AGMs

a) Member Sally Sheldon fielded an idea as to whether we could add Whizzo Woods to the Membership page as an option to sign up when prospective Members are joining.

UPDATE 15/11/25 – RSS to progress.

b) Working Member Mark Smith asked about plans for the desks for D1013 as they are still with a previous Working Member. Roger Smith updated that we will need to collect them back in due course.

UPDATE 15/11/25 – Roger Smith updated those in attendance that the desks for D1013 had been collected and were now in storage at the SVR to be installed back on the loco. Thanks was given to Paul Finch for arranging their collection.

c) Action for all rolling over from 2022, 2023, 2024, and 2025 AGMs which should continue into 2025: Please pass on website details for any potential new Members. If we all got one extra person to join we would hit our aim of 600 Members. The Business Plan aim is now for 700 Members by 2027.

d) Update our Articles of Association following the proposed changes voted through resolution to Members at our 2022 AGM.

UPDATE 11/11/23 – this has now been superseded following further changes needed being identified. See below regarding D1048 and further changes to our Articles relating to our Membership offering. They will all be put forward to our Membership in the future, potentially at our 2024 AGM.

UPDATE 02/11/24 – the updates to our Articles and Objects of Association were complete during July by JS and IC. This included the introduction of D1048 and any other Western locomotive into our Objects. IC contacted the Charities Commission at the end of August to clarify how we notify them of significant changes to our Articles and Objects to be told that usually a couple of weeks turnaround was now taking on average 3 months. Therefore we currently cannot put these proposed changes forward for Membership vote at our AGM today. Directors and Committee were informed and we have agreed that IC will progress with the Charities Commission approval ASAP to be ready to progress putting the changes to our Membership at the 2025 AGM.

UPDATE 15/11/25 – proposed changes to the Articles and Objects of Association are to be voted on during this meeting.

e) A discussion took place around needing to try new ways of attracting newer younger members that will be the future of Western preservation. Ideas were discussed around using TikTok and YouTube to provide short snappy videos of interesting areas of work. It was noted that videos put on Facebook has created a lot of interest but many youngsters of today do not use Facebook. It was also noted that an idea that the 82045 Group have put into action around youngsters being given Associate Membership for 10 years for £150. Committee will look into what else we can do in this space during 2024.

UPDATE 02/11/24 – Committee have looked into this. We have decided to offer Junior Membership (U18s) for £1 in 2025. Announce at the AGM. Mike Tromans is also progressing further social media options to get our work and association out there with the younger generation. We also looked into options around getting Junior Members able to support working on the locos but this would be a huge amount of work logistically. This is an open action and will continue into 2025 and beyond.

UPDATE 15/11/25 – progress is being made on this action and updates will be provided during Officer Reports during this meeting. The headlines are we have attracted more Members and Working Members U18, we are progressing various social media options including Instagram and YouTube, and are working with the SVR Junior Volunteers Club on them contributing and supporting with engineering activity on our locos.

3. Chairman Report Board Report – Roger Smith

Good afternoon, everyone!

Sometimes a year can be a hard act to follow, as during 2024, as I'm sure most of you will remember, we celebrated the WLA's 50th Anniversary at Swindon's STEAM Museum, achieved 98% availability for D1062 Western Courier and increased our membership to over 500 members!

It was certainly a year of "celebration and achievement" when we also increased our income by 8% on the previous year and lifted D1013 for the first time in 50 years, the first time in preservation!

Most rational normal thinking people might have said, "Well, that was exceptional – it'll be hard to follow that!" But somehow, we did.

Because 2025 has been even more exceptional!

D1062 went one better and achieved a 100% availability, clocking up a remarkable mileage of around 2,200 miles. Our income and profit both reached all-time highs — over £190,000 income and £117,000 profit, despite record spending of £73,000.

Now, it's only fair to say that part of that record income came from a truly generous legacy — just over £100,000 — left to the Association by the late Chris Shields. Chris's generosity will stand the WLA in very good stead for years to come,

and I'm sure he would have been proud to see what we've achieved. His gift speaks volumes about the respect and affection he had for the WLA.

Of course, 2025 hasn't been without its challenges, not just for us but for the Severn Valley Railway too.

The landslip at Mor Book Bridge between Hampton Loade and Bridgnorth, caused major disruption, with the line closed north of Hampton Loade for several months. Yet, thanks to the herculean efforts of Jonathan Dunster and his team — with help from outside contractors — the line reopened on 25th July.

Needless to say, once the line had reopened it was just amazing to hear a Thousand pounding through the Shropshire countryside again, up Erdington Bank, with the aggressive but smooth Maybach V12's resonating out one of the most beautiful and evocative diesel locomotive engine sounds in history - something that we've managed to achieve on the SVR (excluding the Covid year) for 45 years!

Perhaps, we should put that in perspective where our operations with D1062 are concerned. It's easy to forget that this locomotive operated with BR for 11 years but it's now 16 years since D1062 received its last major overhaul, operating so far, for 5 more years than when on BR, not to mention the 21 years that the locomotive operated from 1977 to 1998 under our ownership, so in total so far, that's 37 years in traffic, whilst in preservation.

I wouldn't mind betting that in itself is an all-time record in railway preservation!

I think it's true to say that despite achieving the 100% availability record for D1062 in 2025, that we're well aware that the locomotive needs some fairly major maintenance if we're to see her continue running for much longer. Some of the items needed include a possible bogie lift for an equalising beam that needs attention, some investigation work into the oil pressures of A end transmission, fuel pumps to be replaced, along with fuel cut-off valves – the list is growing! Which is why we desperately need to get D1013 back into traffic to give D1062 a well-earned rest!

I must take this moment to thank Darren Shelmerdine and Robin Jones, along with our relatively small band of Working Members, for their sheer dedication in keeping D1062 running. Their efforts helped us generate an impressive £15,000 in operating revenue this year.

A big thank you also goes to Peter Bamber and the Sales Team, who flew the WLA flag at the Greatest Gathering event with their sales stand. Even though D1062 couldn't attend, the team kept our presence alive and bought in valuable sales and new members.

And a special mention must go to Paul Finch. Despite recovering from surgery, Paul not only visited the exhibition to support the sales efforts but also produced our excellent e-Newsletter every single month – and delivered several presentations to railway societies throughout the year – thank you Paul!

I think you'll all agree that the e-Newsletter has given our Members a wonderful insight into the on-going activities of the WLA and perfectly complements the very professionally produced Courier magazine which we issue out twice a year. Thanks here, go to Colin Marsden who happens to be my friend and neighbour down in Dawlish for setting up the magazine for printing and of course, our Editor Mark Perry, who has the hard work of getting everything together. Many of you will know that Mark is a very hardened Working Member carrying out all the tasks that some of us would run a mile from, not least changing the fuel pipes underneath D1013!

Going back to the sales side, in total, we achieved an income of just over £30k for the year, which includes Merchandise Sales, Raffle Receipts and Lottery income, which was successful in its own right, thanks to Mike Tromans who set that up so well.

Behind the scenes, work has continued steadily on D1013's "B" end bogie — scraping, painting, and completing non-destructive testing of the weld joints, with no defects found. That's excellent news! Thanks go to Graham Gant, who's been overseeing the project and keeping everyone informed with his detailed updates online.

Work has also progressed on D1013's "B" end engine, lovingly painted by Sally Sheldon, while Ian Jackson has been doing superb work refurbishing injectors — we'll soon have a set of twelve almost as good as new.

We've also taken delivery of a German-made Maybach/MTU AGL 123 turbocharger, which has been stripped and due to be rebuilt by specialists in Lincolnshire using many new components — so it'll be as good as new too and ready for many years of service.

There's also good progress on D1048 Western Lady!

Back in March, we launched a new website and appeal, and we've already raised almost half of the £15,000 target needed to restore her bodywork.

A small team has been carefully assessing the locomotive, with all three final drives on the A-end bogie now cleaned, inspected, and filled with fresh oil. Particular attention was given to No. 2 Final Drive — once suspected of running hot — but inspection showed that it appears to be in good condition. That in itself, is very encouraging news.

For now, though, our main focus remains on D1013's overhaul and keeping D1062 operational.

On the admin side, there's been just as much activity.

We've updated the Business Plan and introduced several new policy documents, including our Environmental, Social & Governance Policy, Environmental Policy, Equality, Diversity & Inclusion Policy, and new Volunteer Guidance Notes. All of these ensure that, as a registered charity, we stay compliant and transparent — and all these documents are available to download from our website.

Membership growth has been another real success story.

Our 2025 target was 570 members — and we smashed it! We now have over 630 members, up by 90 on last year, and more than double the total from 2021.

That's a tremendous achievement — and it's fantastic to see more Junior Members and new Working Members getting involved. If you're new to the scene, please bear with us, it takes time to get to know everyone and to find out what's required but rest assured your support and enthusiasm are invaluable.

Our new credit-card-style membership cards have also gone down very well. I even heard that one survived a trip through the washing machine — so they're clearly built to last!

Another labour-intensive task this year, was trying to get to grips with our Gift Aid submissions to HMRC. My thanks to Ian Clayton on this one who helped us to gain access to our account — I won't go into all the ins and outs of this, but we finally managed to bring our submissions up to date, bringing in a very useful £15k!

During this meeting you will be aware that we will be voting on changes to our Articles of Association. A considerable amount of time and effort has been spent on updating our Articles of Association, and special thanks go to Ian Clayton and Jonathan Sandiford for all their hard work, in addition to the hours of work taken by the Board and Committee Members reviewing and fine-tuning all the proposed changes.

The work was brought about following the gift of D1048 Western Lady, and so unless the locomotive was to be classed as spares, it was an opportune time to change the "Objects", which first of all, required approval from the Charities Commission, before we could then propose all the changes to reflect the current business activities and structure of the WLA, within the requirements of the Companies Act 2006, (rather than 1985)!

Just to be clear — adding D1048 to our Objects "and any other Western locomotive" doesn't mean we're about to acquire another one! It simply ensures our documents properly reflect who we are — the Western Locomotive Association.

So, to summarise in 2025, the WLA has:

- Achieved 100% availability for D1062
- Made solid progress on D1013's bogie overhaul and engine rebuild
- Advanced the evaluation of D1048
- Introduced our new Membership cards
- Brought our Gift Aid submissions fully up to date
- Modernised our Articles of Association, ready for approval
- Achieved an all-time record with our income and profit
- And grown our Membership by another 90 members, to over 630 in total

All of that, achieved by just a handful of dedicated volunteers.

I honestly thought last year would be a hard act to follow... but I was completely wrong.

It's this year that will be the one that's hard to follow - a real challenge for next year.

But in every Challenge there lies an Opportunity - an Opportunity to grow and develop our remarkable organisation even further.

Thank you!

Darren Shelmerdine put forward a huge vote of thanks to our good friend the late great Chris Shields for his very generous bequest and legacy.

4. Officer Reports.

a) Paul Finch as Publicity Officer and Vice Chairman

D1062 has certainly had a busy year, its first runs being over the weekend of Saturday 10th and Sunday 11th May – that's over half a year ago or 27 weeks!

A busy Spring Diesel Gala then followed from Thursday 15th to Sunday 18th May and then a **mega 9-day operating stint** from Saturday 24th May to Sunday 1st June.

Operating continued on Friday 20th for 3 days and culminated in our 1st DFE of the year on Friday 4th July – a busy 8 weeks!

Unfortunately, our 2nd DFE scheduled for Friday 25th July had to be postponed - The Flying Scotsman was in town for the re-opening of the railway to Bridgnorth.

In total, D1062 was in operation for 24 days over this initial first 12 week / three-month operating period of the year!

As July came to a close, it was disappointing to have to report that D1062 would not be attending The Greatest Gathering Rail 200 event at Derby from Friday 1st to Sunday 3rd August, although the WLA Sales Stand was in attendance waving the WLA flag.

D1062 continued to be busy during the summer, and by the end of the season, the locomotive had operated for a total of 50 days and covered over 2,200 miles, and most impressively, delivered 100% availability over this 5-month season.

That's an average of 10 days operating each month so a massive thank you to all the Working Members for their support and work in keeping the locomotive in service.

During this period, D1013 had time over the pit and work progressed on the "B" end bogie overhaul, plus additional work included cooler group repairs, pre-heaters removed for overhaul....

By the end of the year, "B" end bogie was moved back over the pit for a final focus and hopefully very soon we can make a start on "A" end.

It was also good to see D1048 have some time over pit for ongoing inspection and assessment work, and positive progress has been made with the ongoing evaluation of D1048 - which will be reported on here at the AGM.

Press Coverage

Coverage in the railway press continues - editors continue to receive every month a copy of our e-Newsletter and many continue to support us – some have even commented that they love receiving the WLA e-Newsletter and that we communicate better than any other heritage preservation organisation!

33 articles / mentions were recorded / published across the following publications in the last year:-

Today's Railways – 1 (major 3-page article)

Rail Express – 8

Rail – 1

Railways Illustrated – 9

Trackside – 6

The Railway Magazine – 4

Railway Herald – 2

Heritage Railways - 2

Detail as follows:-

October

Rail Express – Western Bogie Latest. (a small article but coverage nevertheless.)

Rail – Progress on Western Overhaul, including a quarter page picture.

November

Railways Illustrated – WLA D1013 Western Ranger lifted - 1/4-page article.

Railways Illustrated – Lots of coverage in Heritage News covering all 3 locomotives.

Railways Illustrated – A full-page picture of D1062 within SVR article – A Recipe for Recovery.

Trackside – “Western Lifted” – full ¼-page write up.

December

Railways Illustrated – Further coverage in Heritage News – covering D1013 & D1062.

Railways Illustrated – ¼-page coverage of WLA 2025 Calendars.

The Railway Magazine – “Western” Lifted.

Rail Express - Coverage of WLA 2025 Calendars.

January

The Railway Magazine - Coverage of WLA 2025 Calendars.

Trackside – WLA – Whizzo Woods Update.

February

The Railway Magazine – Work on Western Courier sees pre-heater faults addressed.

Trackside – WLA Updates – D1062 withdrawn from SVR Winter Deisel Day; Mike Tromans appointed as Fund Raising Officer; 2024 income total £87,300, up by £6,600; and the group aims to raise £15,000 for bodywork repairs on D1048.

Rail Express – WLA begins assessment of Western Lady.

Railway Herald – A 2-page article published - “Successful Year for the WLA.”

March

Trackside – General Update.

April

Today's Railway's - Front cover highlighting “Western Locomotive Association in profile.” Detailed feature included – “50+ years of the Western Locomotive Association.” See Below

Railway's Illustrated – D1013 Update and D1062 Update.

May

Trackside – General Update.

Rail Express – WLA launches D1048 loco appeal.

June

Railway Magazine – Coverage of D1062 attending The Greatest Gathering.

Rail Express – D1062 used as photo for article “Rising to the challenges”.

Rail Express – more coverage with feature photograph showing all of our locomotives.

July

Railways Illustrated – Coverage featuring D1062 in “Crowds flock to May big diesel events” article.

August

Railways Illustrated - 3 columns of coverage on D1013 and progress being made in the magazine’s NEWS / Heritage section.

September

Railways Illustrated – Front cover coverage - “The Assessment of D1048’s condition: It is positive news” – followed by a near full page article – “Western Lady: condition not as bad as first feared.

Heritage Railway – D1062 was featured in an article on the Severn Valley Railway Trains through the Ages event.

October

Trackside – D0162 was used in a feature to promote subscriptions to Trackside magazine, a photograph being used of the locomotive working during the long dry summer at Bridgnorth alongside 46 045.

Rail Express – A brief mention of D1013 in an article “Western Prince revival progress” – specifically drawing attention to the fact that both D1041 and D1013 are at the final staged of extensive overhauls and the hope that in the next year or two, we will see the return of two more operational westerns

Railway Herald – An article published “Good news for the WLA owned Western Lady” updating readers on the progress shared to date.

Heritage Railways – As above on article “Rare mix success for SVR big spring diesel gala.”

Rail Express – Western Ranger Progress.

Also, WORTHY OF NOTE, in November we published “**A Journey in Preservation – 50 Years of the Western Locomotive Association.**” Written by Julian Ogle and published by Platform 5.

Platform 5 were keen to promote sales of the book and so the editor of **Today’s Railways** Robert Pritchard visited Kidderminster and the TMD on Saturday 8th February and spent 3 hours with us, seeing the work completed to date on D1013’s bogie, a tour of D1062 was undertaken and an overview of the winter maintenance work carried out was explained; and a tour of D1013 was also carried out.

Following this, a 3-page article was published in **Today’s Railways** – mentioned above “50+ Years of the Western Locomotive Association.”

Whizzo Woods

The number of trees in Whizzo Woods continued to grow throughout the year and a major milestone was reached - **we now have over 500 trees in Whizzo Woods!**

Next target – D1000!

Pop Up Banners.

A Pop-Up Banner to keep D1048 very much in the public eye was produced ahead of the Spring Diesel Gala.

The banner for D1048 Western Lady has been very well received and attracts a lot of attention – so over the winter, new banners will be produced for D1013 and D1062.

And Mr Bamber has requested a big WLA flag banner for 2026!

e-Newsletters

The monthly e-Newsletters continue to be well received and contributions from Working Members and WLA Members continue to be received – PLEASE KEEP THEM COMING IN.

A big thank you for the support that I have received over the summer with contributions when I have not been able to attend the SVR and the TMD.

The Western Locomotive Association ON TOUR (Finch, Bamber and Kite Productions)

* On Thursday 21st November, we presented to the **RCTS Cheltenham**, this time deviating from our normal presentation – “**The HIGHS and LOWS of Preserving, Maintaining and Operating TWO THREE Western Class 52 Diesel Locomotives**” and instead reverting to a presentation once given by Henry Coates - “**Preservation Western Style – The Story of the iconic Class 52 Western Diesel Hydraulic Locomotives and the efforts of the WLA in keeping the legend alive.**”

The presentation was well received and lots of audience participation was encouraged.

* On Tuesday 18th March, we presented to the **RCTS Thames Valley Branch at Didcot** – “**The HIGHS and LOWS of Preserving, Maintaining and Operating TWO THREE Western Class 52 Diesel Locomotives**”

The presentation was well received.

*Then just 3 days later we presented the same to **The Locomotive Club of Great Britain (LCGB) London** on Friday 21st March.

*On Tuesday 8th April we were back at **GWS Bristol**, having presented to them just 12 months ago, and again presented the PPT once given by Henry Coates - “**Preservation Western Style – The Story of the iconic Class 52 Western Diesel Hydraulic Locomotives and the efforts of the WLA in keeping the legend alive.**”

On Wednesday 11th June, we gave a dozen members of **The Bath Railway Society** a private tour of the TMD which was very well received.

*Into September and our next presentation on Monday 8th September to **The Oxford Railway Society** who received the Highs and Lows.

*And the end the year, just last week on Wednesday 5th November, we presented to **The Reading Transport Group**.

Looking ahead to 2026, we already have bookings for The LCGB Dorking Branch on 10th February 2026 and The Wells Railway Fraternity on 8th September 2026.

We have also received a potential request to present to a Masonic Lodge in Bristol – is this a potential new target audience!

Heritage Railway Association

We have this year joined the Heritage Railway Association – we were due to be featured in their next publication, but nothing has been seen yet.

Diesel Footplate Experiences

Support was given to a number of DFEs in July, August & September as this is another good opportunity to meet with existing and potential new members.

Vote of thanks put forward to Julian Ogle for all his efforts putting the 50 Years of the WLA book together.

b) Darren Shelmerdine as Engineering Project Coordinator.

I'm very happy to report that D1062 Western Courier completed the running season with 100% reliability. Covering about 2,200 miles on 50 days of running over 5 months, earning just over £15,000. With an average of 10 days running a month keeping on top of Maintenance and Exams was not easy and I thank the Working Members particularly Mark, Marty, Sally and Robin in assisting with these tasks. All the Working Members played their role in achieving this.

The season wasn't without its issues though with investigations on-going with the A End Transmission Auxiliary Lubrication Pressure. Also an Equalising Beam on A Bogie has moved and is being monitored.

Going on to winter maintenance, the Oil is to be changed in A End Transmission. This requires us to mix two Oils together and use in the Transmissions as a trial. If successful this mix will be used in all the Transmissions. Equipment to carry out the mixing will be required as previously requested and agreed.

Depending upon what is found with the Equalising Beam, Courier maybe required to be lifted to have the beam replaced. At the moment we do not have a spare to hand. 62's Air Receivers are also due their inspection this winter.

Despite Courier having 100% availability during the season, really it needs the pressure taking off due to additional running over recent years. I can't stress enough that we need to get Ranger back into traffic to give 62 a break or at least take the pressure off.

Regarding Ranger, the Bogie is to be moved today to progress work underneath. Hopefully Ranger will be moved back into the TMD in November. Not having 13 in the TMD has been frustrating at times as we need it undercover with the TMD facilities to progress many tasks. A New set of Batteries will be required early next year for Ranger, once the new Battery Boxes are completed. These are being made in house.

Regarding Lady, the No2 Final Drive doesn't seem to be in as bad shape as feared. There's still more investigation work to carry out, but the first steps are promising.

Electrical testing continues using the Batteries destined for 62.

A more in-depth report will be given to the Membership at the AGM, however, the investigation work carried out so far indicates that Lady is a viable loco to restore to working order in the future on at least one Engine. There is still much to do and we can't afford to get too carried away.

Over the last couple of days the WLA has been off, via Ian Jackson's contacts, 2 new Crankshafts, 2 Turbo (condition and type to be established) and 2 538 V12 Engines. All these are in different parts of the world by different suppliers.

The Crankshaft are a nice to have at the right price. With the potential of building up a Zero Hours Engine in the future. Note, we do have 2 Crankshafts at Bridgnorth. Condition unknown. Been in the Blue Container for many years.

The Turbos (in Turkey), I'm very interested in if the parts are usable, particularly the rotors and internals. I am wary, due to the issues with the current Turbo at overhaul.

The Engines are in India. I'm interested in the Heads and below. This would potentially give the WLA 3 x 538 blocks. One for each loco in the future. One is destined for Ranger, another for A End of Lady. Then the last as a spare for 62, probably A End again as that is the oldest Engine in use on it. If a deal can be struck prior, the DTG could be offered the Turbos, Induction and Cam Boxes as they have gone in a different direction regarding conversions. My thoughts on costs would be 4k per Crankshaft, 4 to 5k per Turbo (depending on type) and 15 to 20k per engine. Shipping and Taxes would be extra. We'd probably need an Agent to act on our behalf. We'd probably need an additional Container to store these items should be go-ahead with anything. Plenty to think about there.

At the moment I'm struggling to keep up with the Paperwork Side of my Duties, mainly due to time and I have informed Robin. I'm thinking of ways to assist both of us with this and I'd like to purchase some drawers to store paperwork in the TMD and have it on hand for everyone to use.

Thanks once again for your support over the last year.

Graham Gant – D1013 Engineering Lead

Before I bring you the update, I'd like to say a big thank you to all the Working Members who have contributed to the on-going work on the Bogie, whether that be scraping, painting, dismantling, refurbishing, refitting or even transporting, no matter how small that contribution might be.

At the start of the year the focus was on scraping the Bogie framework to remove decades of dried on dirt and particularly areas on the top side of the Bogie to have it ready for Non- Destructive testing using the Dye Penetrant process. The was carried out by a sub-contractor on the 5th February with no problems identified.

Once this was completed the team has applied red oxide and then chassis black paint to the framework. They have also continued throughout the summer scraping and painting Brake rigging, the Intermediate Gearbox, Air Piping, Wheelsets and Thrust Brackets.

1013 was moved back in the TMD on the 17th May, to be lifted again, this allowed the SVR ESMP department to ream out existing holes in the Thrust Brackets and manufacture new Thrust Bracket bolts, a procedure that was carried out during BR days.

There are 2 Thrust Brackets and each has a Thrust Plate bolted to it. One of the Thrust Plates was found to have a faulty weld and the other Thrust Plate was found to be worn beyond limits, thus a decision was taken to have new Thrust Plates manufactured, these have been delivered and sent to a sub-contractor to have a manganese liner welded on each plate, these are now back in our stock ready for refitting.

Moving onto Brake Cylinders, we took delivery of new Cylinder Seals courtesy of our friends at the DTG in May, once we had them the first 6 cylinders were stripped, cleaned and rebuilt with new Seals and the Cylinders pressure tested by the Bridgnorth team. The Brake Cylinders have been returned to the TMD and have now been refitted to the Bogie. Another item that has been taking up our time are the Equalising Beams, there are 2 per Bogie. The Beams that came off the Bogie are very badly worn and need quite a lot of work to bring them back to standard, this work is just now being started. Fortunately, we have spare Beams.

New Spherical Bearings have been pressed into the new Spring Hangers. The SVR ESMP have also helped out again by manufacturing and brazing new grease pipes to the new Pedestal Brackets. Assembly of the Spring Hangers and Pedestal Brackets to the Equalising Beams is currently on-going again by the Bridgnorth team, the Beams should be ready for refitting during this month.

We had a bit of a re-organisation in the TMD during August and the Bogie and our work benches were moved closer to the Carriage Shed end of the depot. This allowed the Bogie to be moved a little more easily onto the Pit Road on the 8th Oct, just a mere 6 hour shunt to achieve it.

Whilst on the Pit work has concentrated on the underside of the Bogie, more scraping to get it ready for stage 2 of the NDT process which took place on the 31st Oct, again no problems identified.

There has also been a big push to replace the Torque Arm Suspension Rubbers, each Final Drive has a set of Rubbers and Darren has led on this with each set taking 2 days to replace. This work is now complete.

Then more paint with red oxide and chassis black being applied to the underside, easier to access whilst on the Pit. The Bogie was moved off the Pit yesterday and now awaits space again in the TMD to allow us to finish it off.

Work to complete it includes fitting the Equalising Beams, new Leaf Springs, refitting the Intermediate Gearbox and the fitting of new Drive Shafts, however the latter can't be refitted until 13 has been back on the Jacks to have the Thrust Brackets set up. So, plenty still to do before we start to do it all again to the A end Bogie.

Thanks to Sally Sheldon and Stephen Cooper for their work on 13's B end Engine. We have removed and refitted B end Cooler Group to enable us to weld in a drain pipe, something we had waited 3 years to carry out and finally we had removed both Pre-heaters which had been fitted back in approx 2011 to have them checked over and that the A end item was in good order and was being looked over by Marty Kent.

Mike Tromans and Mike Targett – D1048 Engineering Lead

Electrical

The new set of batteries have had all connections fitted and are now fully prepared to be connected to D1062. With D1062 being called to cover services due to the summer steam ban, as well as an already hectic schedule, there was simply not a sufficient gap in D1062's operational commitments to remove Courier's set of batteries. As a result, the new set of batteries have been temporarily fitted to D1048 so they can be put on charge to preserve their longevity. Naturally this opportunity has not been missed to progress Lady's electrical assessment.

Dyno starters

Both dyno starters have had their inspection covers removed for visual inspection of comm and brush gear. "A" end was found to have 3 of the 8 brushes seized, one of these seized brushes has been freed with the other two being a work-in-progress. "B" end has all 8 brushes free. All 4 supply cables on "B" end dynostarter have been subject to insulation testing and are within specification.

Final drives

All 3 final drives on "A" bogie have received an oil change. As part of the oil change the opportunity was taken to assess the final drives. Once the existing oil was drained the bottom plate housing the oil pumps were removed and internal areas inspected. All 3 oil pumps were found to be in working order in both directions, cleaned and filters removed and

themselves cleaned. All visible bearings and surfaces are as expected. Fresh oil inserted following completion of each individual assessment. Additional attention was given to final drive #2 (centre axle) as this is the final drive reported to have run hot many years ago. Final drives 1 & 3 were reported to be in "very good" condition following everything looking as expected after visual assessment.

The entire internal area of final drive #2 was cleaned to assess its internal condition. Slight signs of water ingress was evident with mild corrosion and slight pitting visible on internal casing and pump body. Old oil was found to emulsified. Old oil was put through a sieve with no debris of any kind collected. No bluing visible on any surface whatsoever, including gears and bearings. Small bearing also assessed and discovered to be in good condition with no play, another very encouraging sign.

Air Brakes

D1048 has received an initial air brake assessment. With the air brake system back fed two massive air leaks immediately presented themselves. Their locations and cause are as follows:

- Behind "B" side valance due to a missing spirax valve.
- "B" end cab. The cause found to be all three connections to the main air reservoir control box being disconnected. D1048's spirax valve has since been located.

The WLA have yet to confirm but during the hand over procedure of D1048, the previous owners informed the WLA that a section of air brake pipe, underneath the engine room floor at "B" end, was found to be badly corroded and removed.

Spirax valve to be re-fitted, air reservoir control box connections to be remade and a new section of air brake pipe to be installed, to progress air brake assessment.

Vacuum Brakes

Both vacuum exhausters have had their inspection covers removed, comm and brush gear assessed. Internals of both exhausters looked to be in very good condition. All 8 brushes on exhauster #1 were found to be free. Both vacuum exhausters have been energised from switches on Davenset and both ran as expected with no issues reported.

Both vacuum exhausters operational.

We are unable to verify the integrity of the vacuum brake system as all 4 vacuum gauges (2 in each cab) have been removed.

Vacuum gauges to be replaced to progress vacuum brake assessment.

Miscellaneous

The damaged-beyond-repair due to water ingress internals of "A" end overspeed unit have been replaced with a spare.

Electrical Control Circuits

The 2 major earth faults at "A" end have been revisited. The 2 cables have been traced through to the instruments they supply and disconnected. Both wires were then earth tested again to find, on both counts the faults remain. This proves that the major earth faults are with the wires themselves and not the equipment they supply. Further investigation required.

Electrical Power Circuits

With "B" end dynostarter having passed megga testing and found to be free, "B" end oil pump was then run to lubricate "B" end engine, showing 80 psi at the engine oil pressure gauge. With the new set of batteries fitted "B" end dynostarter was energised and successfully turned over "B" end transmission, which in turn, turned over "B" end engine and "B" end serck pump. All four components responded as expected with no issues reported. Based on the above we are now in a position to make the following statement:

"The WLA can confirm, that on the ELECTRICAL POWER side D1048, in her current condition, is capable of starting "B" end engine"

Following this milestone success, the team of working members involved have set about trying to achieve the same results from "A" end.

"A" end engine oil priming pump was previously reported to be unresponsive when energised. "A" end oil pump has been revisited. On secondary inspection it was found that despite the full 110v leaving number 1 electrical frame 0v were arriving at the pump motor. The wires in question were traced to the nearest electrical junction box where the wires were retested. The full 110v were recorded at this point. "A" end oil pump motor was then separated from the pump itself and, using "A" cab desk as a temporary work bench, it was discovered that the motor had a missing brush, missing cable gland and the comm to be very dirty. The comm was cleaned, a replacement brush sourced and fitted, a replacement cable gland sourced and fitted, and, using off-cuts from D1013's re-wire, the motor re-wired with approximately 1 metre long tails. The motor was then energised on "A" cab floor and ran. The motor was then re-fitted to "A" end oil pump with the new wiring pulled through the existing electrical conduit and connected to the original wiring in the aforementioned electrical junction box. "A" end oil pump was then energised via the oil pump relay under the desk at "A" and ran with no issues reported.

"A" end engine oil priming pump now operational.

"A" end engine dipstick was then dipped and found to be bone dry.

"A" end engine to be filled with engine oil and the last 2 seized brushes of "A" end dynostarter to be freed in order to progress "A" end engine, "A" end oil pump, "A" end transmission, "A" end serck pump, "A" end dynostarter and "A" electrical power circuit assessments.

Further updates to follow...

Vote of thanks was put forward by Darren Shelmerdine for Jeff Targets sterling efforts supporting the team working on D1048 with the electrics.

Resounding round of applause for the engineering team for their updates.

c) Robin Jones as Maintenance and Standards Engineer.

It's fair to say that 1062 has once again completed a commendable operating season both in performance and reliability, despite a couple of ongoing engineering issues which will require attention during winter layover. The locomotive received it's full allocation of routine maintenance starting with B4 balanced exam in May followed by two intermediate A exams after each fifteen operating day period, ensuring that all Safety Critical systems were compliant with the WLA's maintenance schedule.

Thanks to Darren for persevering with much of the exam programme this year which should be made a bit easier next year, once Graham & I have completed the SVR competency course.

I'm sure Darren will expand on work which will need to be carried out on 1062 this winter around the main task of re-certificating the air receivers. The loco will undergo a B1 balanced exam before entering service which will entail re-commissioning of the air & brake system and measurement of wheel tread wear.

For D1048, the braking system will need a full overhaul like we have done on D1062 in the past, if it is to go out on the SVR in the future.

d) Mike Targett as Treasurer

Last year I decided to adopt a different format of my treasurers report by firstly detailing the financial headlines before disclosing our annual accounts. I feel this read quite well so have decided to adopt this format once again.

On that note I would like to start by acknowledging the legacy payment received from the estate of Chris Shields. I know many of you in this room knew Chris and indeed had the pleasure of working along side him on our sales stand. Back in March of this year the board were contacted by a firm of solicitors inform us that Chris had named the WLA as a beneficiary in his will. This actually came as quite a surprise to the board as Chris had never mentioned to any of us that he had made such plans. The solicitor correspondence informed us that the WLA was to receive the sum of £100,000. I am making the assumption that the firm of solicitors dealing with Chris' estate kept his funds in a separate interest bearing bank account as the amount actually received by the WLA equalled £101,605. May I take this opportunity to posthumously thank Chris Shields for his more than generous donation and will ensure that his funds will be spent to best achieve the WLA's objectives. Thank you Chris.

This past year also saw a major catch up with charitable gift aid. I won't bore you with the technicalities, but a culmination of many factors outside of our control found us in a position where we had four years of unsubmitted claims. Thanks to tireless efforts from multiple members of the board and Roger's son James we have now caught up, and can confirm that all four outstanding years worth of claims have now been submitted. Total gift aid received for these four years totalled £15,653. I also wish to add that post year end the gift aid claim for the year ending 30.09.25 has already been submitted and paid by HMRC. This amount equalled £1,322.

This year further saw a new stream of income launched in the form of the Western Lottery. Our annual draw this year saw income raised of £2,650; half of which was retained to be invested in our locos.

This year also saw a full year of our interest bearing savings account in operation, providing yet another source of much needed income. Bank interest received this past year totalled £2,808.

Both pots of restricted funds saw steady increases in value this year with contributions continually being made. It would be prudent to mention here that with the fitting of major components to D1013's first bogie imminent, D1013's bogie appeal will take a major hit next year when material items are transferred from stock and expended against the restricted fund. D1048's maintenance appeal now stands at £7,607, just over half the targeted amount.

The sales team have yet again performed magic by producing a five figure turnover, and D1062 herself producing a further five figures of operational income.

All the above plus more has produced, I'm sure your not surprised to hear a record total income for the WLA in 2025. That figure being a whopping £190,976.

So, with the headlines complete, I can confirm I have drafted our latest set of annual accounts for the year ended 30 September 2025 which read as follows:

Total income: £190,976, made up of, in descending order:

Chris Shields' bequest: £101,605
Merchandise sales & raffle receipts: £28,139
Operational income: £15,052
Membership subscriptions: £14,040
Unrestricted donations: £13,991
Gift aid receipts and provisions: £8,975
Bank interest received: £2,808
Lottery income: £2,650
Restricted donations D1048 preservation appeal: £2,607
Restricted donations D1013 bogie appeal: £885
Carbon offsetting donations: £224

Total expenses: £73,574, made up of, in descending order:

Locomotive restoration and maintenance: £37,391
Merchandise purchases & raffle costs: £13,632
Tools & equipment: £7,181
Magazine & website: £3,792
D1013 bogie overhaul: £3,441
Accountancy: £2,189
Depreciation: £1,678
Miscellaneous: £1,404
Lottery prizes: £1,313
Bank charges: £664
Carbon offsetting: £330
Insurance: £304
Meeting costs: £255

The above figures have produced a surplus of income over expenditure of £117,402.

The WLA's balance sheet reads as follows:

Fixed assets: £500,000
Investments: £11,000
Fixtures & fittings: £15,106
Stock: £134,824
Debtors: £21,122

Cash in the bank: £262,622
Creditors: £4,546

Giving the WLA equity of £940,128

Financed by:
Restricted funds D1013 bogie appeal: £31,831
Restricted funds D1048 preservation appeal: £7,607
Revaluation reserve: £478,041
Unrestricted funds: £422,649

I'd like to think you would all agree that the above figures make for impressive reading. May I thank all of the membership for their continued financial support from your membership subscriptions to spending on all the revenue streams we offer, the board, committee and working membership to efficient spending of funds. As mentioned above, I anticipate a bit hit on spending next year but hope to report a general upward trend in financial position.

Thank you.

e) Paul Tucker as Membership Secretary.

Our membership now stands at 634, another large increase from last year.

The membership total is made up of:
300 Adult
251 Senior
27 Family
25 Junior
31 Life members.

The scheme to allow junior members to join for £1 has been a great success.

By now, everyone should have received their new-style membership card, which I think is a vast improvement on the previous version, and I'd like to thank Roger for the huge amount of work he put into printing and issuing these.

The online system has continued to behave, making it much easier for people to join up. It covers the approximately 95% of the membership who have use of email.

I look forward to another successful year.

f) Peter Bamber as Sales Officer.

John Kite put forward a massive special vote of thanks to Peter Bamber for all his hard work and effort and a resounding round of applause was given by all those in attendance.

g) Jonathan Sandiford as Legal Officer.

Apart from attending meetings of the management committee my main task this year has been to finalise the proposed amendments to the Articles and Memorandum of Association so that members can vote upon them at this AGM. The proposed key changes are: (a) (b) (c) (d) To the objects of the Association to permit the restoration / maintenance of Western Lady and any other Western that we might acquire in the future. Certain changes to the categories of membership. If adopted Junior membership will be open to under 18s and Senior membership to those aged 60 or over. The amendments will also retain the right to vote for Junior members aged 16 and over. Changes to the composition of the Management Committee and to regularise the existing convention that members must stand for re election each year should they wish to remain upon the committee. Proxy voting – so that the Articles reflect the legal rights of all members to attend and vote at meetings by proxy. 1 Other Tasks. My other main functions have been to: (i) (ii) Advise members of the Management Committee on legal matters as and when required. To be ready to advise when it may be necessary to seek more specialist legal advice, should matters arise outside my own areas of expertise or ability to research.

h) Ian Clayton as Secretary.

This year I do not have much to add that has not already been said regarding the administration of the WLA.

Roger thanked many Committee and Working Members. Should be noted that Roger also spends what I would estimate as 100s of hours in the background updating WLA Policies, the Business Plan, Board Minutes. As Paul T mentioned earlier he also spent hours producing all the WLA Membership Cards, ably assisted by Paul Finch. It should not be underestimated the role Roger undertook in progressing our Gift Aid submissions and bringing them up-to-date. It should also be noted his son James Smith also dragged our Gift Aid processes into the 21st Century. We are, in my opinion, very lucky to have such a pro-active, hard working, business minded Chair who also contributes positively across the Associations activities. As Roger gave thanks to many others it would be remiss of us not to acknowledge the contribution Roger makes in the day to day running of the WLA. So I'm going to propose a vote of thanks through applause for Rogers contributions and efforts.

A resounding round of applause was given for Rogers leadership and efforts.

i) Charity Officer (vacant)

Updates on Gift Aid progress were given in the Chair's Report.

Those in attendance at the AGM were also updated that the Board of Directors were pausing recruitment to the vacant Charity Officer role. With the updates given on the streamlining of our Gift Aid submissions now taking minutes not days, we need to assess whether a Charity Officer will add further value and contribution to Committee in the long-term.

j) Mark Perry as Editor.

Firstly, a big thank you to Colin Marsden for all his help again this year in preparing the magazines for printing, this really delivers a quality magazine. Also, to everyone who has sent in articles and photographs that I have used this year and for the ones that have been received so far and will be used in the magazines next year.

With the increases in membership the print volumes this year increased to 625. Costs have increased slightly over the year with print costs per magazine now £1.65 and second class letter postage has increased to £0.87. This postage cost can only be maintained if the total weight of the letter is under 100g and currently it is around 95g. This prevents us sending out other items with the magazine as once weight goes over 100g the cost of postage increases to £2.00, as it is then classed as a large letter.

As has been the case over the last few years the magazines in 2026 will be sent out just before the SVR Spring and Autumn Diesel Galas.

The second edition of the Mike Woodhouse memoirs is still in the process of being put together. This will also include the story of the rebuild of Rangers bogie, therefore it is hoped that this will be published later in 2026.

As always I am looking for more contributions for future issues, especially as we move closer to the 50th anniversary of that day in February 1977. So if you have any stories or photographs that you would like to share with the rest of the members then please email them to me. All contributions will be most welcome.

I hope that the membership continues to be happy with the magazine and will give me the privilege of carrying on as Editor for another year.

k) Lyn Jones as Working Members Officer.

Our working members have worked hard over the last year with the various projects and jobs that have been requested of them. Scraping, painting, overhauling, rebuilding, testing everything that is required to get 1013 back to operational status. For example over the last few weeks there has been a push to get some components refitted to the bogie before it has to be moved again, working members have been turning up on various days throughout each week to get the jobs completed. There is of course still a long way to go yet and repeating the work with the other bogie.

As well as work on 1013, working members are involved in the running maintenance on 1062 on a regular basis. The work has been proven by the fact that the D1062 has had 100% availability throughout the year.

I have been involved in liaising with our head of department and the VLO on a regular basis throughout the year, making sure that our working members learning requirements are kept up to date. This will ensure their access to all sites on the SVR for them to continue their work in a safe environment.

Please remember that working members are not limited to the TMD, we have crew, the sales team, the committee, and the directors who work together with the people in the TMD. We all do it voluntary, to keep these machines running and we value your support.

l) Marty Kent as Ordinary Members Rep

As for the report , as said before, other than the odd membership inquiry no issues , though my ears always tuned into things so I was going to say this ..

When WLA was formed , the sole purpose was to purchase and operate one class 52 ,well 50 years later that has well and truly been accomplished with 62 successfully completing its duties in 2025 achieving 100% availability ,which no doubt has been stated several times during the afternoon . But why not , most of the WLA working volunteers are NOT made up of volunteers from a railway background , or even an engineering background ,we are either in business, builders, perhaps motor trade , finance, or in my case sit on my backside and help run a coach company. However that loco I reckon is now maintained to not just a higher standard than it was in BR days , but moving with the times ,everything documented and where needed certified . Lets not forget the increased mileage the loco is now doing , i remember in the late 80s two running days plus something in the summer if lucky ,this year 62 covered 2000 miles. This is of course taking its toll on the loco and with increased mileage for the last few years, there is a sense of urgency to get 13 back into traffic which hopefully can be accomplished for 2027 giving 62 a well earned breather. Then there is LADY with preventive maintenance being carried out , things are looking good ,though a long way to go.

Thinking back to when WLA first formed as said earlier it was to save one class 52 , am not sure if back then three would have been considered a dream , or a nightmare 😊 hopefully a dream , in which case it is one that has come true ,, but to achieve what many may think impossible, of three operational one day it cannot be done without the working members , more importantly all our members , because without all of your support none of the above will be possible , so thank you and lets do it all again in 2026 .

Hope you are all having good afternoon , again apologies cannot be there , enjoy the rest of your day.

m) Mike Tromans (Co-Opt Officer elected by Committee earlier in 2024)

Crowd Funding.

WLA crowd funding account has increased from £2667 in October 2025 to £3003.25 raised so far with ongoing monthly pledges up from 27, the gift aid proportion of this that currently stands at £600.25.

How to reach out to more people to donate a regular monthly amount, the potential money to be raised could be dramatic. It still seems hard to get more of our 2600 Facebook membership to sign up to this?

Change this to £1 per month club with some form of gift or card for an incentive.

WLA lottery.

Next lottery to be opened in January 2026.

A reminder of last year's very successful lottery results.

£2650 raised

£1325 to the Locomotives.

More Publicity after the draw. Give this a big push in January 2026.

Future ideas.

WLA weekend event, during the non-running season, probably early March time. Locos in the station, cab visits, sales stand, film, slide and talk shows. Price to include sandwich lunch. Possible cab rides down to TMD and back (dependent on availability of 62 at the time.) Saturday evening event with live entertainment at a suitable venue TBD.

Great opportunity for networking and socialising with new members.

Sponsorship.

From a list of companies that we currently use for supplies and services, and potential others beyond this. Currently being actioned.

Projects.

Notify members where their money is going, perhaps with a quarterly overview of items we have purchased.

Costings out for various up and coming essential maintenance and repair projects once assessments have been carried out. It is important that those who contribute see where their money is going and not just becoming part of a bank balance. Knowing that they have played a part in the future operation of our locomotives.

Further social media coverage of WLA and our work.

TIK TOK page has been developed, clear lines of communication to build and maintain positive relationships, most importantly catch the attention of younger potential members and wider public interest.

New YouTube channel is live and content is being added. Both platforms will be posting videos of work and other WLA activities e.g. sales, train journeys, general banter and life as a working member etc. etc.

Instagram WLA page is next on the list; I will look at an X account shortly.

Artwork.

The 3 Amigos painting is on display today with a suggested 74 limited edition run of A2 size prints.

Bag your number 1000 to 1073 today. Some have already gone!

There will also be other artwork in the pipeline pending possible print runs for sales.

Photographic competition 2026.

Competition for photographers of our 3 locos either in service or in preservation with an entry fee to be discussed.
 6 prizes. Best photo of each of our 3 in preservation and in service.
 These and others could be used for future calendar or a book.
 Car boot sale at Kidderminster car park
 With a TRAINS, PLANES AND AUTOMOBILES FOCUS.
 £25 PER CAR ENTRY FEE ALL GOING TO THE WLA.
 Again, logistics to be discussed with the railway and appropriate members.
 Some other thoughts for future activities and opportunities.
 Depot tours
 Photo opportunities
 Train and loco hire for special events
 Loco visits and talks
 Loco prep and start up events
 Donation of reusable unwanted items and set up WLA sales page
 Donation plaques on locomotives
 Education arm of WLA, school and college visits
 Regional talks and film show, etc.
 Social events with fund raising activities with offers of free entertainment/ performances
 Further opportunities for donators with cab rides
 Media coverage
 Articles for the railway press
 Smaller scale lottery grants that have a wider community angle (the more people who are impacted by this the better.)
 Best regards and thankyou for your continued support.

5. Special Resolution One

Committee proposed that the following Special Resolution is put forward at the AGM, and through Proxy Voting, to our Membership:

That the Articles of Association be amended to the form of the articles of association set out in the document appended hereto entitled "(1) AoA with proposed amendments for Special Resolution 1 on 15th November 2025", in substitution for, and to the exclusion of, any articles of association of the company previously registered with the Registrar of Companies.

Seconded by David Langley

All baring 2 Abstentions voted in favour of passing Special Resolution 1 at the AGM, and a unanimous vote in favour via Proxy Forms. Therefore this resolution was passed exceeding the required 75% of our Membership in attendance voting in favour.

6. Special Resolution Two

Committee proposed that the following Special Resolution is put forward at the AGM, and through Proxy Voting, to our Membership:

That the following clauses of the Memorandum of Association be amended to read as follows:

Clause 3:

The Charity's objects are the preservation, maintenance and operation in working order of its locomotives D1013 Western Ranger, D1048 Western Lady, D1062 Western Courier and any other locomotive of the Western locomotive class that the Charity may purchase or acquire, so far as reasonably practicable, in a condition authentic to their service on British Railways as museum exhibits and to advance the education of the public in the history of the said locomotives.

Clause 6(c):

"To sell, lease or otherwise acquire any property belonging to the Charity. In exercising this power, the Charity must comply as appropriate with Part 7 of the Charities Act 2011 if it wishes to mortgage land;"

Seconded by Mark Simmons-Jenkins

All baring 1 Abstention voted in favour of passing Special Resolution 1 at the AGM, and a unanimous vote in favour via Proxy Forms. Therefore this resolution was passed exceeding the required 75% of our Membership in attendance voting in favour.

7. Election of Officers

The following individuals were elected by a show-of-hands vote at the AGM and Members Postal Proxy Vote (represented by the incoming Chairman) to their respective posts by those present at the meeting.

Committee Members – all re-elected.

Chairman – Roger Smith
Vice-Chairman – Paul Finch
Treasurer – Mike Targett
Company Secretary - Ian Clayton
Membership Secretary - Paul Tucker
Maintenance and Standards Engineer - Robin Jones
Engineering Project Coordinator – Darren Shelmerdine
Publicity Officer – Paul Finch
Sales Officer – Peter Bamber
Editor – Mark Perry
Legal Officer – Jonathan Sandiford
Charity Officer – vacant.
Working Members Officer - Lynda Jones
Ordinary Members Officer – Marty Kent
Fundraising Officer – Mike Tromans

8. Any other business including 2026 events.

Green Signals You Tube Channel – well worth a watch.

Julian Ogle passed on huge thanks to everyone who contributed to the 50 Years of the WLA

9. Dates of 2026 Meetings and AGM.

Committee Meeting 7th February 2026 (KRM – TBC)
Committee Meeting 11th July 2026 (KRM – TBC)
Committee Meeting 10th October 2026 (KRM – TBC)
AGM 14th November 2026 (KRM)

It is our intention to keep ahead of ourselves regarding meetings and have up to a year booked in advance.

Roger Smith thanked everyone for attending and their support and closed the meeting.