



## Western Locomotive Association e-Newsletter – November 2025

### 51<sup>st</sup> Annual General Meeting 2025 Edition

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

A busy October is reported in this month's e-Newsletter, with the month starting off with a bang and The Severn Valley Railway Autumn Diesel Bash from Thursday 2<sup>nd</sup> to Sunday 5<sup>th</sup> October. Although this was an exclusively Class 37 event, the WLA Sales Stand did good business over the 4-day event – located on the Station Concourse at Kidderminster.

A long-awaited event took place on Wednesday 8<sup>th</sup> when D1013's "B" end bogie was moved over the pit so that we can get to work on the underside of the bogie and with a big push, have further NDT testing carried out on 31<sup>st</sup> October and then reassembly and made ready to go back under the locomotive. The bogie is booked over the pit until Monday 10<sup>th</sup> November – so it's all hands to the pumps to get the work completed. Then we can start over again on "A" end!

It was also a month when a number of behind-the-scenes meetings took place with a Board Meeting being held on Wednesday 8<sup>th</sup> October and then a Committee Meeting on Saturday 11<sup>th</sup>. These meetings are critical to the running of the Association, and especially so as we start to count down the days to our 51<sup>st</sup> Annual General Meeting on Saturday 15<sup>th</sup> November.

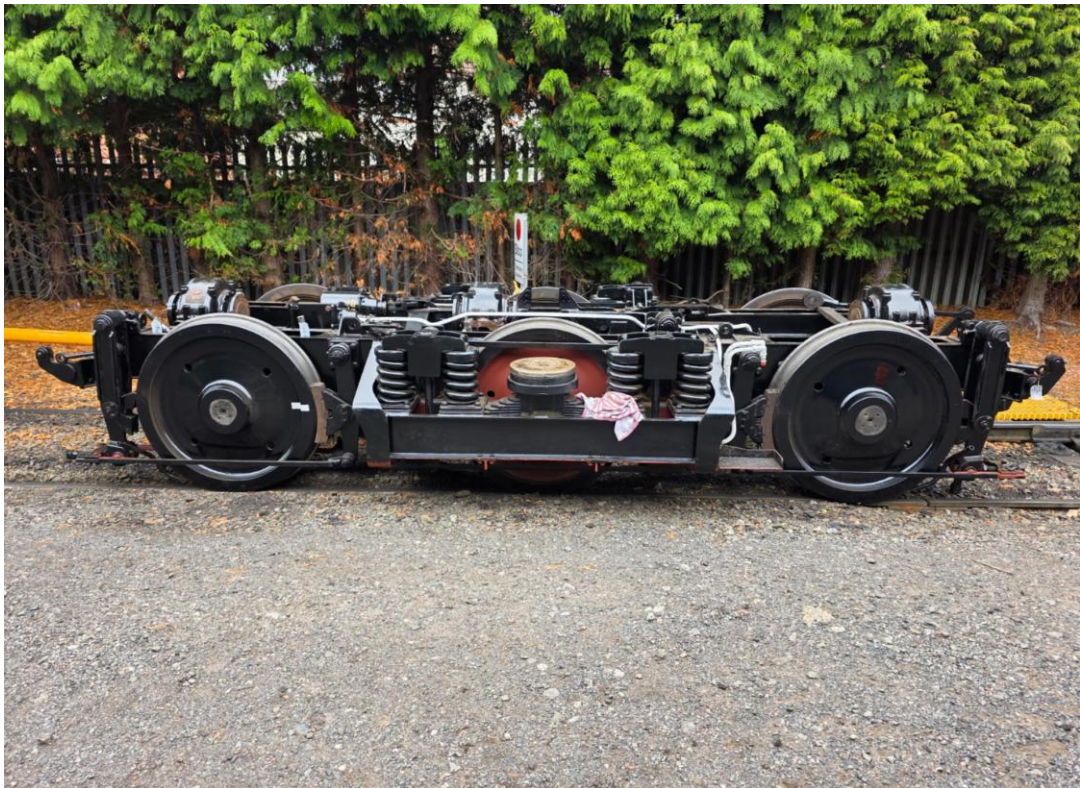
As reported in this e-Newsletter, the focus has very much been on D1013's "B" end so read on and find out what has been happening.

This was month I was delighted to receive 12 of Jeremy Kirk's excellent collection of photographs from 50 years ago when he was out and about recording the run-down of the class. A taster is shown below, with 6 pictures shared this month and another 6 next month. They really are excellent – and I encourage you all to share your pictures with me so that I can include in future e-Newsletters.





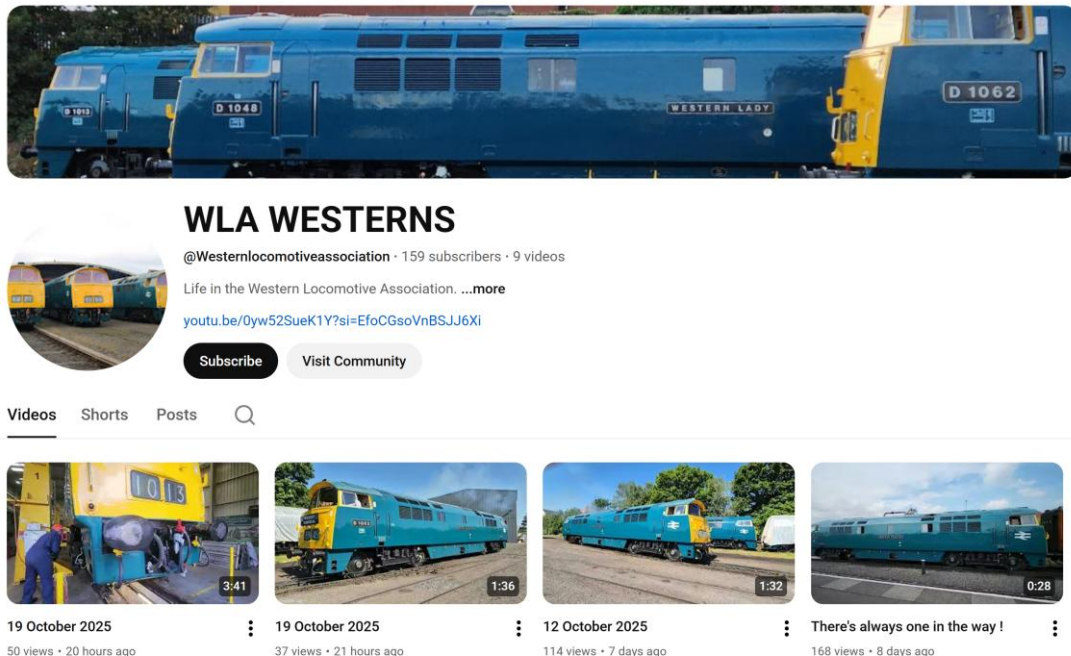
Back to D1013's "B" end bogie and its move onto the pit, the two pictures below show the move taking place and show off the excellent work that has taken place so far – the bogie looks almost brand new!



Read on for more pictures of the move and the subsequent work progressing.

This month has also seen the launch of the Association's YouTube channel – called WLA Westerns. It is very much in its infancy but will be used to share videos of everything that we do – and is very much all about life in the WLA and all the hard work that we do and the fun that we have along the way. It will also be used as a platform to promote our sales efforts and to help us in our fund-raising efforts.

Please can I encourage you all to subscribe at [WLA WESTERNS - YouTube](https://www.youtube.com/channel/UCw52SueK1Y?si=EfoCGsoVnBSJj6Xi)



As already mentioned, Board and Committee Meetings were held this month and much of what we discussed will be shared at the Annual General Meeting on 15<sup>th</sup> November.

Some snippets of the information that will be shared are as follows:

- This year, D1062 completed the running season with 100% reliability, covering over 2,200 miles on 50 days of operating over a 5-month period.
- With an average of 10 running days per month, keeping on top of maintenance and required scheduled exams was no mean feat but a big thank to all that made this possible.
- The season wasn't without its issues, but all were overcome, with specific focus on the on-going investigations into "A" ends transmission's auxiliary lubrication pressure.
- Going forward, our winter maintenance program will commence, and work planned includes an oil change in "A" end transmission and the locomotive's air receivers are due their inspection this winter.
- It is recognised that D1062 has put in sterling service since D1013 was taken out of service back in 2009 and now is that time to bring D1013 back into service and take the pressure off D1062 and allow her to receive some TLC.
- So, the above reported move of D1013's "B" end bogie over the pit is an important step, and it is also planned to move D1013 back into the TMD late November / early December so that work can resume on the locomotive.
- Not forgetting D1048, investigations into the locomotive's condition is ongoing and a full report will be made at the AGM, first steps however are very promising.



So that's it for this month's introduction – time now to get into the detail. Let's end with a taster of The Severn Valley Railway Autumn Diesel Bash, and some of the hardworking Sales Team see on the WLA Stand at Kidderminster.



The WLA were also actively involved in leading Depot Tours across the four days of the event, Mr Bamber and Mr Simmons Jenkins seen below preparing victims for the next tour.





## **In this e-Newsletter**

Features in this e-Newsletter include the following:

- News from The Chair.
- Notice of WLA 51<sup>st</sup> Annual General Meeting, 2025
- D1013 – A Progress Update – A full report to be made at the AGM on 15<sup>th</sup> November
- D1048 – A Progress Update – A full report to be made at the AGM on 15<sup>th</sup> November
- 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. (When a candidate is available)
- Media Coverage. (Dependent on 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**

Remember, Remember, the 15<sup>th</sup> of November!

Yes, the WLA's AGM is fast approaching and whilst we're not anticipating any fireworks as such, it's an important meeting for our members.

You will probably know by now that we are proposing an amendment to our Articles of Association — specifically, to include D1048 Western Lady, and any other Western Class locomotive that may become available in the future. We will also be electing a new Charities Officer to join the WLA Committee.

If you plan to attend the AGM in person, you'll be able to vote on the day. However, if you're unable to attend in person, please do take a few minutes to vote using the "Member Proxy Voting Form" which was issued out in our Courier magazine and also emailed out to you — it can even be downloaded from our web site at: <https://westernlocomotives.com/notice-of-wla-51st-agm-2025-for-15-november-2025/>

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 of their hard work on this, in addition to the hours of work taken by Board and Committee Members reviewing and fine-tuning the proposed changes. The work was brought about following the gifting of D10148 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)!

Incidentally, just because we're proposing the changes to include D1048 and any other Western within our Objects within Schedule 1 (formerly the Memorandum of Association), doesn't mean that we're just about to acquire another Western! But it does mean that it reflects our title as being the Western Locomotive Association, before anyone gets too excited!

Anyway, I'm conscious of the fact that many of you will have to sit through the Chairman's speech at the AGM and so I've done my best to keep these notes as short as possible. If nothing else, on the day you will be treated to **"A day in the life of the WLA and D1062"** by Hellfire TV; now that has to be worthwhile watching and listening to!

See you at the AGM!

Roger Smith  
Chairman







**Notice of WLA 51<sup>st</sup> AGM 2025**  
**15<sup>th</sup> November 2025**

Kidderminster Railway Museum  
Station Approach, Comberton Hill, Kidderminster, Worcs. DY10 1QX  
AGM Commences: 12:30 in the Royal Star Room

The Western Locomotive Association Annual General Meeting will be held at Kidderminster Railway Museum on 15<sup>th</sup> 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 51<sup>st</sup> AGM. After formal proceedings are completed we are delighted to announce we will be showing the premier of our Hellfire TV production. Hellfire TV filmed D1062 on our last running day of this season on the 28<sup>th</sup> September to chronicle a day in the life of maintaining and operating a Western class locomotive. There is also scope for another slide/film show or presentation. If anyone is interested in presenting anything to Members and those present after the formalities then please let the Secretary know at [ian\\_c\\_clayton@yahoo.co.uk](mailto:ian_c_clayton@yahoo.co.uk).

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 amount of Members comes the need in making sure we have as many Members as possible vote on resolutions put forward by the Board and the 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 forward. 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 can we ask you to 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 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 done so for future use please let us know by contacting us here <https://westernlocomotives.com/contact-us/>.

**Special Resolutions:**

*The Committee have 'Proposed' two Special Resolutions, to make certain amendments and modifications to our Articles of Association (which include the Memorandum of Association).*

*The proposed amendments include amending the Objects to adopt the inclusion of D1048 and any other Western class locomotive that may become available in the future.*

*Members will be asked to vote and pass the two Special Resolutions at the AGM on 15<sup>th</sup> November 2025.*

**First:** please review the proposed changes to our Articles of Association in the attached document Appendix entitled "(1) AoA with proposed amendments for Special Resolution 1 on 15th November 2025" and see the wording of Proposed Special Resolution 1 below. If you are receiving this notice via email the document with the proposed changes are included with the email. If you are receiving this notice via post you will need to view the proposed changes on the attached appended document. We have also included document "(2) AoA with proposed amendments marked up for Special Resolution 1 on 15th November 2025" to show exactly what has been changed and edited. If you have received this by post you can view the second document on our website here <https://westernlocomotives.com/>.

**Second:** please see Special Resolution 2 which sets out the proposed amendments to Paragraphs 3 and 6 of the Memorandum of Association.

**Notice of Special Resolutions to Amend the Articles and Memorandum of Association:**

*The following will be voted on and are intended to be passed as Special Resolutions at the AGM of the Western Locomotive Association to be held at Kidderminster on 15<sup>th</sup> November 2025.*

**Special Resolution 1:**

*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.*

**Special Resolution 2:**

*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;"*

Non-members can come along and hear all about the running of the Association but will not be able to vote on any resolutions. Peter Bamber and the Sales Team will hopefully be bringing along some of the latest sales items on the day and our Membership Secretary will also hopefully be in attendance allowing you to renew your membership for 2026 on the day if you wish. A membership form is included to bring along on the day or return by post if you cannot attend. 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](mailto: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 engineering assessment of the latter)
- Officer Reports
- Special resolutions to be voted on to make changes to our Articles of Association including changes to our Objects to include D1048 and any other Western locomotive.
- Special Resolution to accept the proposed changes to our Articles of Association and Objects put forward by Committee.
- Ordinary Resolution of Election of Officers
- Any other business including potential 2026 events
- Dates of 2026 meetings and AGM
- Close and end of formal proceedings.  
Hellfire TV Premier after the AGM – a day in the life of the WLA and D1062. There is also scope for a further 30 minute presentation. Please contact the Secretary if you are interested, or know anyone who may be interested in presenting.

Hope to see many of you at the AGM and many thanks as always for your continuing support of our Association.  
Ian Clayton - Secretary Western Locomotive Association





## **Members Proxy Voting Form for 2025 AGM Special and Ordinary Resolutions of the Western Locomotive Association**

As per previous years the Directors and Committee of the Western Locomotive Association are once again offering our members the facility to appoint the Chairman of the AGM as a proxy to cast their votes. The proxy vote has been successful with 66 returns in 2020 during Covid lockdown, and between 25-80 returns in 2021 to 2024.

The WLA AGM will be face-to-face at Kidderminster Railway Museum on 15<sup>th</sup> November 2025 starting at 12:30 and members who are able to attend in person will be able to vote in person.

However, by continuing to offer the facility to appoint the Chairman as a proxy we aim to be fair to all Members (particularly anyone unable to attend).

Please note that members also have a legal right to appoint their own proxy to attend the AGM and speak and vote on their behalf but we appreciate this may be impractical for individual members to arrange.

Members can use the form below to appoint the Chairman of the AGM as their proxy and indicate the votes they wish to have cast on their behalf.

We believe it shows good governance of our Charity and it is important that all Members get the chance to vote on the election/re-election of Officers regardless of whether they can attend in person or not. Only the votes of current Members who have paid their Membership for 2025/2026 will be counted. If you have not renewed your Membership for over 12 months please do renew your Membership before the 13<sup>th</sup> November for your vote to count. Membership can be renewed online on our website <https://westernlocomotives.com/membership-account/membership-levels/> or by using the Membership Form enclosed with a cheque to our Membership Secretary Paul Tucker (address on the form Membership Form). If renewing online please remember you can now do a yearly auto-renew and you will never need to remember to renew again!!

The final vote on each Special Resolution and Ordinary Resolution of election of Officers will be held at our AGM in Kidderminster on 15<sup>th</sup> November 2025. We hope to still see many of you at the meeting to celebrate another successful year of Western Hydraulic preservation for the WLA. We will also include an Abridged Minutes of the AGM and the results of the votes in the next Courier Magazine, our Monthly E-Newsletter, and also on our website.

Should you wish to do so, please use the forms overleaf to appoint the Chairman of the AGM as your proxy and indicate the votes you wish to be cast on your behalf for the election of Management Committee Officers and for this year the Special Resolutions to make changes to our Articles of Association and embedded Objects.

Please write your name clearly and put a clear cross in the voting box you want to cast (i.e. cross in For, Against, or Abstention).

Note this year we have made the decision to send documentation out by email only to those who have email addresses. For all those we don't have email addresses for we will

continue to send correspondence by mail. **Note: All completed forms must be received to the Secretary Ian Clayton by 23:00 on 13<sup>th</sup> November 2025 by printing/returning by mail to The WLA Secretary, Ian Clayton, 25 Wellfield Road, Alrewas, DE13 7HB. Alternatively you can return by taking a photo of the printed form, or scanning, and sending by email to The WLA Secretary Ian Clayton at [ian\\_c\\_clayton@yahoo.co.uk](mailto:ian_c_clayton@yahoo.co.uk).**

Notification of elections of Officers will also be available direct from the Secretary and will be published in the Western Courier Magazine, monthly E-Newsletter, and on our website.

As always, from all of the WLA Committee and Directors, many thanks for your continued support of the WLA and our wonderful locomotives. It really is appreciated.

**List of Candidates and Members Proxy Voting Form for Ordinary Resolution Election of  
Management Committee Officers of the Western Locomotive Association for 2025**

By completing and submitting this form, I confirm that I wish to appoint the Chairman of the AGM of the Western Locomotive Association to be held on 15th November 2025 as my proxy and to cast votes on my behalf at that meeting for the election of Officers of the Management Committee in accordance with my instructions as indicated below:

**Name of Member:** \_\_\_\_\_

**Membership number:** \_\_\_\_\_

Name and <i>position</i>	For	Against	Abstention
Roger Smith <i>Chairman</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paul Finch <i>Vice Chairman</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mike Targett <i>Treasurer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ian Clayton <i>Company Secretary</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paul Tucker <i>Membership Secretary</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Robin Jones <i>Maintenance and Standards Engineer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Darren Shelmerdine <i>Engineering Project Coordinator</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paul Finch <i>Publicity Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Peter Bamber <i>Sales Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Perry <i>Editor</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jonathan Sandiford <i>Legal Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Charities Officer Note:** position is currently vacant. Please vote for ONE CANDIDATE ONLY below using the 'Charities Officer Meet The Candidates' document provided with the AGM pack. Management Committee have Proposed both candidates. If you wish to Second either candidates please note on this form.

Haydn Mudford <i>Charities Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Simmons-Jenkins <i>Charities Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lyn Jones <i>Working Members Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marty Kent <i>Ordinary Members Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mike Tromans <i>Fundraising Officer</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**Special Resolution and Members Proxy Voting Form for the proposed changes to our Articles of Association and Objects**

By completing and submitting this form, I confirm that I wish to appoint the Chairman of the AGM of the Western Locomotive Association to be held on 15<sup>th</sup> November 2025 as my proxy and to cast my vote on my behalf at that meeting for the special resolution for the proposed changes to our Articles of Association and embedded Memorandum of Association in accordance with my instructions as indicated below:

Name of Member: \_\_\_\_\_

Membership number: \_\_\_\_\_

The Committee have 'Proposed' two Special Resolutions, to make certain amendments and modifications to our Articles of Association (which include the Memorandum of Association).

The proposed amendments include amending the Objects to adopt the inclusion of D1048 and any other Western class locomotive that may become available in the future

Members will be asked to vote and pass the two Special Resolutions at the AGM on 15<sup>th</sup> November 2025.

First: please review the proposed changes to our Articles of Association in the attached document "Appendix entitled "(1) AoA with proposed amendments for Special Resolution 1 on 15th November 2025" and see the wording of Proposed Special Resolution 1 below. If you have received your AGM documentation via post, you will need to review the above document on our website <https://westernlocomotives.com/>

Second, please see Special Resolution 2 which sets out the proposed amendments to Paragraphs 3 and 6 of the Memorandum of Association.

**Special Resolution 1:**

*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.*

Please vote on these changes to our Articles of Association by putting a clear cross in the box provided below. If you wish to 'Second' this proposal please state on the form below.

	For	Against	Abstention
Passing of above Special Resolution 1 I vote	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Special Resolution 2:**

*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;"*

Please vote on these changes to our Memorandum by putting a clear cross in the box provided below. If you wish to 'Second' this proposal please state on the form below.

	For	Against	Abstention
Passing of above Special Resolution 2 I vote	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ARTICLES OF ASSOCIATION OF THE  
WESTERN LOCOMOTIVE ASSOCIATION LIMITED  
COMPANIES ACT 1985**

A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL

**1 – Interpretation.**

In these articles:

- 1.1 'the Act' means the Companies Act 1985 2006 including any statutory modification or re-enactment of it for the time being in force.
- 1.2 'address' means a postal address or, for the purposes of electronic communication, a fax number, an e-mail address or a text message number in each case registered with the Charity;
- 1.3 'The Charity' means the company intended to be regulated by these articles;
- 1.4 'The Company' means the Western Locomotive Association Limited (hereinafter referred to as 'the Association')
- 1.5 'clear days' in relation to the period of a notice means a period excluding:
  - the day when the notice is given or deemed to be given; and
  - the day for which it is given or on which it is to take effect
- 1.6 'the Commission' means the Charity Commissioners for England and Wales;
- 1.7 'the memorandum' means the memorandum of association of the Charity.
- 1.8 'officers' includes the Directors and the Secretary;
- 1.9 'secretary' means the secretary of the Charity or any other person appointed to perform the duties of the secretary of the Charity;
- 1.10 'the Directors' means the directors of the Charity. The directors are charity trustees as defined by Section 97 of the Charities Act 1993 Section 177 of the Charities Act 2011.

Unless the context otherwise requires, words or expressions contained in these articles bear the same meaning as in the Act but excluding any statutory modification not in force when these articles became binding on the Association.

The masculine includes the feminine and, where appropriate, the singular the plural.

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**2 – Objects.**

The Association is established for the purposes expressed in the Memorandum of Association).

**3 – Membership.**

- 3.1 The first members of the Association are the signatories to the Memorandum of Association and these articles and every person who at the date of incorporation had paid a membership subscription to, and was a member of, the unincorporated association known as the Western Locomotive Association.
- 3.2 Membership of the Association shall be divided into **four** five classes, namely **life membership**, individual membership, junior membership, senior **citizen** membership and family membership –
  - (a) Individual membership shall be open to all persons over the age of **sixteen** **eighteen** on or before the date on which their membership begins or renews in the case of existing members.
  - (b) Junior membership shall be open to persons under the age of **sixteen** **eighteen** with the written consent of their parent or guardian.
  - (c) Senior **citizen** membership shall be open to persons who have attained **statutory age of retirement** the age of 60 years on or before the date on which their membership begins or renews in the case of existing members.
  - (d) Family membership shall comprise of the member, their spouse or partner and any of their children under the age of **sixteen** **eighteen** on or before the date on which the membership begins or renews in the case of existing members.
- 3.3 Application for membership of the Association shall be made on the prescribed form, **either as a paper copy or via the Membership page on the Western Locomotive Association website**, to the Membership Secretary with the membership fee for the class of membership required.
- 3.4 Membership shall be open to all persons having a bona fide interest in the objects of the Association and shall not be denied or refused by reason of a person's race, gender, **gender identity**, disability, sexual orientation, nationality, or religious faith.
- 3.5 Without prejudice to paragraph 3.4 above an application for or renewal of membership of the Association may be refused where the Management Committee (as hereinafter defined) considers that membership would be prejudicial or detrimental to the interests of the Association and its objects.

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The Directors must inform the applicant in writing of the reason for the refusal within 21 days of the decision.

- 3.6 The Directors must consider any written representations the applicant may make about the decision. The Directors' decision following any written representations must be notified to the applicant in writing but shall be final.
- 3.7 The Association may, offer Honorary Membership to any individual deemed by reason of exceptional service to merit such an award by a vote in Board Meeting, Management Meeting, Management Committee Meeting and/or General Meeting.
- 3.8 The rights of a member are personal and not transferable.
- 3.9 The Directors must keep a register of names and addresses of the members.
- 3.10 Each **class** of individual **and senior** member **save for holders of junior membership under the age of 16**, shall be entitled to one vote at general meetings of the Association. Members holding family membership shall be entitled to one vote for each person over the age of 16 years who is a family member as defined at Paragraph 3.2(d) above.
- 3.11 The annual subscription payable by members shall be such as the Association in General Meeting from time to time prescribes.

**4 – Termination of Membership.**

4. Membership is terminated if:
  1. the member dies.
  2. the member resigns by written notice to the Association unless, after the resignation, there would be less than two members.
  3. any sum due from the member to the Association is not paid in full within six weeks of it falling due.
  4. the member is removed from membership by a resolution of the Directors that it is in the best interests of the Association that his or her membership be terminated. A resolution to remove a member from membership may only be passed if:
    - (a) the member has been given at least twenty-eight days' notice in writing of the meeting of the Management Committee at which the resolution is proposed.
    - (b) the member or, at the option of the member, the member's representative (who need not be a member of the Charity), has been allowed to make representations to the meeting.

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**5 – Management Committee**

- 5.1 The Association shall be managed and controlled in its activities by a Management Committee who shall be elected by the members of the Association at each Annual General Meeting.
- 5.2 Once elected, any officer of the Management Committee may stand for re-election at each Annual General Meeting without the need for further nomination or seconding.
- 5.3 Any Member of the Association may be nominated for election to any of the offices of the Management Committee (whether occupied or vacant) by submitting to the Secretary a written nomination proposed and seconded by two other Members of the Association. Such written nominations to be received at least 60 days before the Annual General Meeting at which election is to be sought.

**5.2**

- 5.4 The Management Committee shall comprise of the following officers:-

Chairman  
Vice Chairman  
Secretary  
Treasurer  
**Engineer**  
Engineering Project Co-Ordinator  
Maintenance and Standards Engineer  
Charity Officer  
Membership Secretary  
**Editor**  
**Publications Officer**  
Sales Officer  
Publicity Officer  
Fundraising Officer  
Legal Officer  
Working Members Representative

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#### Ordinary Members Representative

5.3

5.5 The Chairman and ~~Treasurer~~ Vice Chairman shall be directors of the Company.

5.4

5.6 All members of the Management Committee are expected to conduct themselves in a proper and exemplary manner at all times. This includes but is not limited to:

- (i) Acting in the best interests of the Association and its Members.
- (ii) Acting with integrity and in open and honest manner in all dealings with and on behalf of the Association and its Members.
- (iii) Avoiding any act which conflicts with the interests of the Association, or where such a conflict arises, declaring it in writing to the Secretary of the Management Committee as soon as reasonably practicable to allow it to be addressed.
- (iv) Refraining from the use of threatening, abusive or insulting words or conduct.

In the event of any alleged breach of this expectation the member shall be liable to such disciplinary action as the Management Committee shall determine appropriate in the circumstances. If proven on the balance of probabilities after due consideration of the issues including representations made by, or on behalf of the member.

#### 6 – Duties and Powers of the Management Committee.

- 6.1 The Management Committee may exercise all powers that may be exercised by the Association and do anything that may be done by the Association, except where under these articles or any statute in force the power must be exercised or the thing done by the Association in general meeting.
- 6.2 The Management Committee shall have the power to co-opt members to fill vacant Management Committee offices. ~~and Any such co-opted member shall serve until the following Annual General Meeting or any other next duly authorised election for Management Committee officers, whichever shall be the sooner, when the Any such co-opted member shall be eligible for re-election by the normal process of being proposed and seconded by two members without further nomination~~
- 6.3 The Management Committee shall have the power to co-opt up to four members of the Association either to assist in specific matters or generally

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6.4 The Management Committee shall take responsibility for the general administration and policy of the Association and any schemes, projects or other activities in which it is involved and shall represent the Association for any purpose connected with its objects or activities. No other person may officially represent the Association unless properly authorised to do so.

6.5 The Management Committee shall have the power from time to time to open and maintain in the name of the Association, a Bank Account or Accounts as they shall decide and to specify the signatories to cheques or orders for the payment of money, at least one of whom must be the Chairman or Vice Chairman of the Management Committee.

#### 7 – Finance and Presentation of Accounts.

- 7.1 All monies raised by or received on behalf of the Association shall be applied to further its objects and for no other purpose and all expenditure from the funds or assets of the Association shall first be approved by the Management Committee.
- 7.2 The Honorary Treasurer shall keep proper accounts of all income and expenditure and submit accounts for the last financial year at the Annual General Meeting. ~~Members of the Association will be provided with a copy of such accounts by request to the Treasurer.~~
- 7.3 The Directors must prepare for each financial year accounts as required by section 226 394 ~~(or, if applicable section 227)~~ of the Act. The accounts must be prepared to show a true and fair view and follow accounting standards issued or adopted by the ~~Accounting Standards Board~~ Financial Reporting Council or its successors and adhere to the recommendations of applicable Statements of Recommended Practice.
- 7.4 Directors must keep accounting records as required by sections 221 and 222 386 and 388 of the Act.

#### 8 - Meetings

- 8.1 The Management Committee shall meet not less than four times a year ~~(including the Annual General Meeting)~~ and at such other times as they shall deem necessary.
- 8.2 The quorum at Management Committee meetings shall be one third of its members.
- 8.3 The Annual General Meeting shall be held at such time and place as shall be arranged by the Management Committee and not more than fifteen months after the preceding Annual General Meeting.

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Members shall be given notice in writing of the holding of an Annual General Meeting and served with an Agenda and a proxy voting form.

Publication of the date, time, venue and agenda of the Meeting in the Association journal shall be deemed to be sufficient for this purpose.

8.4 The minimum periods of notice required to hold a general meeting of the Association are:

- twenty-one clear days for an annual general meeting and an extraordinary general meeting called for the passing of a special resolution;
- fourteen clear days for all other extraordinary general meetings

8.5 The Annual General Meeting shall be held for the following purposes:

- (a) To elect officers of the Management Committee
- (b) To consider officers reports
- (c) To consider such other business as the Management Committee may bring before the meeting.
- (d) To vote on any resolution duly notified to the Secretary in accordance with Paragraph 8.8 below.

8.6 A Special General Meeting shall be convened at the request in writing to the Secretary of 10% of the total number of members or at the request of the Management Committee. The Secretary shall hold such a meeting at a reasonable venue within six weeks of receipt of the request and notice of such a meeting shall be sent to members as for an Annual General Meeting.

8.7 Amendments to the Articles of Association may be made at an Annual General Meeting or at a Special General Meeting called for that purpose.

Resolutions to change the Articles of Association shall be set out in full in the notice convening the meeting and shall require the support of ~~two-thirds~~ 75% of those present and voting ~~(including those present and casting votes by proxy)~~.

8.8 The Secretary shall receive notice of the resolutions to be put at an Annual General Meeting at least 28 days before the date of the meeting for inclusion on the Agenda.

Emergency resolutions, which are not included on the Agenda shall be put at the Meeting provided that a majority of two-thirds present and voting at the Meeting ~~(including those present and casting votes by proxy)~~ shall by vote permit such resolution to be put.

8.9 The Management Committee shall have power to deal with any matter omitted from the Articles of Association if in their view it is a matter of urgency and then shall bring the matter before the next Annual General Meeting for approval

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8.10 The Secretary or some other person authorised by a simple majority of those present and voting at a particular meeting shall keep minutes of all General Meetings and all Management Committee meetings.

8.11 Subject as may otherwise be provided herein, all questions arising at any Meeting shall be decided by a simple majority of those present and voting.

No member shall exercise more than one vote but in the case of an equality of votes, the Chairman shall have a second or casting vote, which shall be exercised in favour of the status quo.

8.12 The quorum for all General Meetings shall be 7.5% of the total number of members entitled to vote ~~(in person or by proxy)~~ calculated to the nearest whole number.

8.13 No business shall be transacted at any general meeting unless a quorum is present.

8.14 If in the opinion of the Management Committee the passing of any resolution at a General Meeting or the rejection of any resolution proposed by the Management Committee at a General Meeting would be injurious or prejudicial to the interests of the Association or contrary to the provisions hereof, the Management Committee shall have the power within sixty days of the date of the General Meeting to resubmit the relevant resolution to the members of the Association who shall vote thereupon by ballot and the resolution shall be decided by a simple majority of those voting and the ballot shall be conducted by two scrutineers nominated by the Management Committee.

8.15 All general meetings other than annual general meetings shall be called extraordinary general meetings.

8.16 The Directors may call an extraordinary general meeting at any time.

8.17 The proceedings at a meeting shall not be invalidated because a person who was entitled to receive notice of the meeting did not receive it because of an accidental omission by the Association.

8.18 The members present at a meeting may resolve by ordinary resolution that the meeting shall be adjourned.

8.19 The person who is chairing the meeting may resolve by ordinary resolution that the meeting shall be adjourned.

8.20 The person who is chairing the meeting must decide the date, time and place at which the meeting is to be reconvened unless those details are specified in the resolution.

8.21 No business shall be convened at a reconvened meeting unless it could properly have been conducted at the meeting had the adjournment not taken place.

8.22 If a meeting is adjourned by a resolution of the members for more than seven days, at least seven clear days' notice shall be given.

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- 8.23 Any vote at a meeting shall be decided by a show of hands of those present and voting together with any proxy votes (see Article 8.35 below) unless before, or on the declaration of the result of, the show of hands a poll is demanded
- by the person chairing the meeting; or
  - by at least two members having the right to vote at the meeting, or
  - by a member or members representing not less than one tenth of the total voting rights of all of the members having the right to vote at the meeting
- 8.24 The declaration by the person who is chairing the meeting of the result of a vote shall be conclusive unless a poll is demanded.
- 8.25 The result of the vote must be recorded in the minutes of the Association but the number or proportion of votes cast need not be recorded.
- 8.26 A demand for a poll may be withdrawn, before the poll is taken, but only with the consent of the person who is chairing the meeting.
- 8.27 If the demand for a poll is withdrawn the demand shall not invalidate the result of a show of hands declared before the demand was made.
- 8.28 A poll must be taken as the person who is chairing the meeting directs, who may appoint scrutineers (who need not be members) and who may fix a time and place for declaring the results of the poll.
- 8.29 The result of the poll shall be deemed to be the resolution of the meeting at which the poll is demanded.
- 8.30 A poll demanded on the election of a person to chair a meeting or on a question of adjournment must be taken immediately.
- 8.31 A poll demanded on any other question must be taken either immediately or at such time and place as the person who is chairing the meeting directs.
- 8.32 The poll must be taken within thirty days after it has been demanded.
- 8.33 If the poll is not taken immediately at least seven days' notice shall be given specifying the time and place at which the poll is to be taken.
- 8.34 If a poll is demanded the meeting may continue to deal with any other business that may be conducted at the meeting.

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- 9.7 The Directors must not receive any remuneration except reimbursement of reasonable expenses agreed by the Management Committee.

#### **10 – Minutes.**

10. The Directors must keep minutes of:
- appointments of officers made by the Directors.
  - proceedings at meetings of the Charity.
  - meetings of the Directors and Management Committee including:
    - the names of the Directors present at the meeting;
    - the decisions made at the meetings; and
    - where appropriate, the reasons for the decisions

#### **11 – Annual Report and Return and Register of Charities**

- 11.1 The Directors must comply with the requirements of the Charities Act 1993 2011 with regard to:
- the transmission of the statements of account to the Charity;
  - the preparation of an annual report and its transmission to the Commission.
  - the preparation of an annual return and its transmission to the Commission.
- 11.2 The Directors must notify the Commission of any changes to the Charity's entry on the Central Register of Charities.

#### **12 - Indemnity**

12. The Charity shall indemnify every Director or other officer or auditor of the Charity against any liability incurred by him or her in that capacity in defending any proceedings, whether civil or criminal, in which judgment is given in favour of the Director or in which the Director is acquitted or in connection with any application in which relief is granted to the Director by the court from liability for negligence, default, breach of duty or breach of trust in relation to the affairs of the Charity.

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#### **8.35 Proxy Voting**

Every Member entitled to attend and vote at meetings of the Association, is entitled, under Section 324 of the Act, to appoint a Proxy to exercise those rights for him. To facilitate voting by proxy and thereby enhance the ability of Members to engage in the democratic running of the Association, for any Meeting of the Association at which a vote is to be cast, a Member may appoint the Chairman (or, in his absence the Vice Chairman) to act as his proxy and cast his vote in accordance with his instructions given on a proxy voting form that will be sent out with the Notice of any meeting called.

#### **9 – Directors.**

- 9.1 A Director must be a natural person aged 18 years or over.
- 9.2 No one may be appointed a Director if he or she would be disqualified from acting under the provisions of Article 9.6.
- 9.3 The number of Directors shall be not less than three but (unless otherwise determined by ordinary resolution) shall not be subject to any maximum.
- 9.4 The Directors shall manage the business of the Charity and may exercise all the powers of the Charity unless they are subject to any restrictions imposed by the Act, the memorandum, these articles or any special resolution.
- 9.5 The Charity may by ordinary resolution appoint a person who is willing to act as a Director.
- 9.6 A Director shall cease to hold office if he or she:
- ceases to be a Director by virtue of any provision in the Act or is prohibited by law from being a Director.
  - is disqualified from acting as a trustee by virtue of section 72 178 of the Charities Act 1993 2011 (or any statutory re-enactment or modification of the provision).
  - ceases to be a member of the Charity;
  - becomes incapable by reason of mental disorder, illness or injury of managing and administering his or her own affairs;
  - resigns as a Director by notice to the Charity (but only if at least two Directors will remain in office when the notice of resignation is to take effect);
  - is absent without the permission of the Directors from all their meetings held within a period of six consecutive months and the Directors resolve that his or her office be vacated.

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#### **13 – Dissolution.**

- 13.1 In the event that a resolution placed before an Annual General Meeting or Special General Meeting for the dissolution of the Association is carried, a referendum of all members shall be held within twenty-eight days of the passing of the resolution and a majority of 75% of the votes cast in such a referendum shall be required for the dissolution to become effective.
- 13.2 Any assets remaining on the dissolution of the Association, after settlement of any outstanding debts or liabilities, shall be transferred or distributed to such other organisation or organisations having the same or similar objects as the Association as the Management Committee shall decide and, notwithstanding the formal dissolution of the Association, the Management Committee shall have the power to complete such a transfer or distribution

#### **14 – Notices.**

- 14.1 Any notice to be given to or by any person pursuant to these articles must be in writing
- 14.2 The Association may give a notice to any member personally, by sending it by post in a prepaid envelope addressed to the member at his registered address or by publication in the Association Journal.
- 14.3 Where a notice is sent by post, service of the notice is deemed to be effective by properly addressing, prepaying and posting the letter or journal containing the notice and is deemed to be effective three working days after the envelope was posted.
- 14.4 A member present in person at any meeting of the Association shall be deemed to have received notice of the meeting and of the purposes for which it was called.

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## **Western Locomotive Association AGM 2025**

### **Election of Management Committee**

We are pleased to introduce below the WLA Management Committee who are standing for election/re-election at our 51<sup>st</sup> AGM on 15<sup>th</sup> November 2025. We also hope that by knowing a bit more about who we are and why we got involved in the WLA it may resonate with Members who were wanting to get more involved but not sure in what capacity. Any new Working Members are always warmly welcomed, as are Sales Stand volunteers or potential Management Committee Officers, so if you are interested please do reach out to us. You know who we are now!!

### **WLA Management Committee Standing For Re-election**



#### **Chair – Roger Smith**

Whether he likes it or not, Roger is not unaccustomed to being Chairman, having had an 11 year stint from 2004 to 2015 and then being reappointed again from 2021....! Roger's interests go back to when he was still at school, finding time to visit Paddington to watch, photograph and record Westerns, including a few quick trips to Reading and back! Of course, all the main Western rail-tours had to be supported including Southern Belle, China Clay, Memorial and Tribute. At the time, any thoughts of Western preservation were just a wild dream but then, after dwindling interest after 1977, things took a positive turn ten years later when Roger became a WLA Working Member at Bridgnorth in 1987. Roger subsequently trained as Secondman and then also as a Fireman on the steam side, before becoming a qualified Driver for Westerns in 1999 and Driver for steam engines in 2004. During this time, Roger purchased D1013 Western Ranger, on 16 October 1995 which in effect, was secured for the WLA until such time they could afford to buy it off him, which eventually happened on 14 August 2004. And the rest as they say, is history!



#### **Vice Chair and Publicity Officer – Paul Finch**

Like so many of you, I spent the mid-1970s chasing Westerns around the West Country before the inevitable happened on 26<sup>th</sup> February 1977. A sad day I am sure we all remember. Living in Cheltenham at the time, the highlight of my day was the 8.30 am southbound China Clay empties – guaranteed Western, through Lansdown Road Station, before running to Cheltenham Boys Grammar School for an 8.50 start! (I was often late) University followed, plus beer, girls, then a career, family, expenditure.... and my interest in railways, although always constant, took more of a back seat. Until the summer of 2018, and Mrs Finch's question – what do you want for your birthday? I am not sure how it actually came about, but a Driver Footplate Experience with D1062 was booked. The day came, it was HOT – a 30-degree summer day. Darren was Driver in Charge and Derek was the WLA representative looking after the guests. Paula sweltered in her carriage, but what a day, my interest was re-ignited. I soon hooked up with the Sales Team and a visit to the 2019 Crewe Diesel Depot Open Day to help out with the WLA Sales Stand, and I was on-board. Standing for Publicity Officer Role in 2019, against one other, was a make-or-break day! I have never looked back, I hope that I have made a difference in promoting and raising the profile of the WLA and was delighted to accept the additional role of Vice Chair when Roger Smith asked for my support - 46 years on, our Maybachs still roar!





#### **Company Secretary – Ian Clayton**

As a young lad I was brought up on the railways in the 1980s often frequenting Lichfield Trent Valley signal box helping my Mum's partner pull the leavers and keep the trains moving on the West Coast Mainline. Not sure that would pass Health and Safety of today!! My Dad also took me around the country on different preserved railways. We attended the SVR Diesel Gala's and it was at one of these I remember a wonderful sounding and looking locomotive coming on the front of the train. It was D1013 Western Ranger. I was mesmerised and it was instant love!!! The rest they say is history and I am proud and honoured to be volunteering for the WLA as Secretary since November 2016 and Director since November 2021. My paid job is working for the Environment Agency in Digital Leadership as Forecasting and Warning Systems Service Owner being responsible for the digital services that forecast, warn and inform over 6 million people at risk of flooding in England.



#### **Treasurer – Mike Targett**

I guess I have my Dad to blame of this! My introduction to the railways were evenings spent at Shrewsbury station seeing double headed class 37s on the shiny silver bullets. Unfortunately for me class 52s on BR metals were before my time. My introduction to the class was visiting the SVR in my childhood to see D1062 in her then maroon with full yellow ends doing what she did best. The sights and sounds were certainly very impressive. Fast forward a few years and my Dad ended up fully rewiring D1062 during her ten year major overhaul between 1998 - 2008; it certainly was quite interesting assisting pulling new wiring through the loco, having a peak "behind the scenes" as it were. My contribution here did fall away I must admit, the usual focus on progressing my career, taking exams and travelling eliminated any spare time to contribute to the WLA. As time passed however I once again found myself with some spare time which would turn out to be very good timing. As an accountant I was asked whether I would be interested in becoming treasurer after my predecessor expressed an interest in stepping down. I accepted the offer as this, I thought, was the ideal role to best support the WLA. The membership voted me into the position of Treasurer at the 2019 AGM and during my term have registered the company for VAT and opened a savings account to help make the WLA's finances go as far as possible to help secure the future of our locos.



#### **Engineering Project Co-ordinator – Darren Shelmerdine**

It all started with that Hornby model of Western Courier, well that and a run behind Western Fusilier on the Dart Valley Railway. In the '80's I always borrowed my Brother's Rail Enthusiast magazines in the hunt for any news on Westerns. Having mithered my father to take me for a day trip to the SVR, we attended one of the Western Weekends and finally, a trip behind Courier.

Some years later at the '92 Diesel Gala, I asked for a Membership Form only to be told "You can have one next week when you come down and give a hand". A conversation was struck and yes, the following week I attended Bridgnorth. The rest I suppose is history, being a Working Member ever since.

My first role on the Committee was Working Members Rep, then Vice Chairman, Chairman and then on to my current position of Engineering Project Co-ordinator. Working on the WLA's locomotives is certainly in my blood and I'm proud being part of a fantastic team.



#### **Maintenance and Standards Engineer – Robin Jones**

I became fond of Westerns whilst train spotting at Birmingham New Street in my early teens and was intrigued by the sight, sound and smell of these dirty, battle-scarred diesel hydraulics belching out acrid fumes as they exited the London tunnel onto platform 1. There was nothing else quite like them at the time.

I was already a volunteer on the SVR when the two locos arrived at Bridgnorth so asked Derek Wright if I could get involved with their preservation and the rest is history.

I started my railway engineering career in 1979 qualifying as Category 4

Fitter/electrician at Bescot TMD and spent several years maintaining a plethora of diesel electric locos as well as assisting with the last BR overhaul of class 98 steam locos in Aberystwyth MPD.

I later transferred to Tyseley depot in Birmingham spending most of my time in the main line shop lifting locos and DMUs before being promoted to Principal Technical Officer and helped to support the introduction of the new diesel hydraulic sprinter fleet. I also gained valuable knowledge from the old boys who had worked on the class 52s when they were new to the Birmingham area in the 1960s.

After taking a few years out from the WLA to raise a family, I joined National Express Midland Metro engineering team, before returning to West Midlands Trains as Technical Support Manager maintaining the class 323 EMU fleet and resident 08 shunters.

My current role within the WLA is to ensure that we maintain 1013 & 1062 in a professional manner by working to an approved exam plan which is compliant with statutory regulations governing the safe and reliable operation of our locomotives.



#### **Membership Secretary – Paul Tucker**

I was born in Torquay in 1958, educated at Homelands Technical School, and have spent my whole life in Torquay and Bristol. Always interested in railways (in the earliest known picture of me, I'm holding a toy engine), also most other forms of transport. Like all small children back then, raised to think "steam good, diesels bad" but soon put right by those nice "Big Red Diesels", although it did take a few years before I could pronounce "Western Viscount" correctly!

I worked as a Civil Servant, and am now enjoying the best part of my working life – retirement! This allows much more playtime.

I've been a WLA member since fairly early on, joined the Committee in the 1990s and took over as Membership Secretary in about 2002.





#### Sales Officer – Peter Bamber

I joined the Railway Club at school in early 1972 and classed the 400'ers within a few months helped by the fact that the playing fields were next to the WCML just south of Preston.

In July '72 we had a family holiday in Torquay and I managed to spend two days on Newton Abbott station which was much better than the beach!

First Western was D1019 Western Challenger at Torquay and first for haulage D1039 Western King from NA to TQ. I was hooked. I managed to see all bar D1066 Western Prefect which was good going for a lad from Lancashire and the last one I saw was D1022 Western Sentinel.

We'd gone down to Bristol to travel on the brand new HST's to Swindon and back and were waiting for our train back Up North on a dreary November evening. Expecting a Peak or a Duff, we were ecstatic when 22 appeared on our train.

It got better when we called into Gloucester expecting an engine change and she ran round – Lickey here we come.

I never went to Swindon after seeing Warships and Hymeks in the scrapyard in 1974. I briefly joined the WLA in 1977 but what prompted me to re-join in 2018 was seeing the pictures of Courier in blue and the advert for a Sales Officer came just at the right time as I was contemplating retirement. The rest is history.



#### Editor – Mark Perry

My interest in Westerns began in 1969 when my family moved to the wonderfully named Lickey End, just outside Bromsgrove. After school I would cycle up to Vigo which was about two thirds of the way up the famous Lickey Incline. It was here I saw my first Whizzo D1034 Western Dagoon. Highlight of my spotting days was getting a cab ride around Birmingham New Street in D1027 Western Lancer, which became my personal favourite.

My interest was rekindled in the early 1990's when I joined the WLA and spent a short time as a working member at Bridgnorth. However this was short lived the arrival of children curtailed most of my railway activities.

There was still the odd visit to the SVR and Open Days at Laira and Bescot. Then in 2007 while at Ford, they offered every employee £200 towards a 'learning experience'. So, in the June I drove Ranger guided by the late Derek Wright. Amazingly they let me do it again the following year.

I then re-joined the WLA and have been a member ever since and have tried to attend as many Diesel galas and running days as I could. The family then treated me to another driver experience day with D1062 this time. In 2020 With other commitments easing and early retirement taken I wanted to get more involved with the WLA. At this time they were looking for an Editor for Western Courier. I volunteered and my first issue was in Spring 2021. I also started as a working member, helping with the team to keep our locomotives operational and learning the vagaries of our magnificent machines. I hope to carry on both these duties for many years to come to let others enjoy the sights and sounds that have enthralled me since those days by the side of the Lickey Bank.



#### Fundraising Officer – Mike Tromans

Mike is the newest member of the Management Committee team, having been co-opted in April 2024, subject to approval at the next AGM.

Being a WLA Working Member, Mike is well known within the WLA and was previously associated with much of the preparation work to make D1048 Western Lady presentable for the SVR's Autumn Diesel Bash, held in 2023, which involved a complete repaint.

Based on previous experience, Mike put forward a comprehensive list of ideas to help raise future funds for the WLA and he states "...we need to seek out tried and tested methods of fund raising whilst at the same time delving into new, innovative and maybe even unorthodox ways as we move forward with this. Using existing and developing technologies will certainly play a major part."





**Legal Officer – Jonathan Sandiford**

My interest in railways in general and the Western Region in particular developed as a child when each summer we would make the long rail journey from Manchester to Cornwall, to see family and for a holiday.

My grandfather was a gang leader working on the railway throughout Cornwall and I developed a love of the Western Region and her unique locos. I decided to volunteer with the WLA during the dark months of the Pandemic because I wanted to give something back from a legal point of view, and for a break from my day job in criminal law.

**Charities Officer – vacant – see separate document.**



**Working Member Officer – Lyn Jones**

I grew up in Reading and got interested in buses at an early age and as I got a bit older my interest expanded to trains. We travelled around as a family on DMU's mainly. My first experience on a heritage railway was at the Mid Hants around the age of 9. I began volunteering with the WLA in 1983 and that was when I attended my first Western Weekend. I was the first woman second man on the SVR in the late 1980's. I took a break from volunteering while my children were little and have been volunteering again for the last 15 years. I did a year as Sales Officer and then a couple of years after that I became Working Members Rep.



**Working Members Officer – Marty Kent**

I guess it was all my grandfather's fault! Little did he realise what he started back possibly in 1974 when he first took me aged 4 to a layby East of Sonning Cutting to watch the trains from the safety of his car. It was these visits, though too young to take numbers, I noticed there was type of locomotive very different in appearance to the rest. Over the next few years during holidays, Sunday afternoons were spent at this location. I probably saw half the fleet but guess will never know. Things changed as they do and it was the late 80s before I returned.

I first joined the WLA in 1986 and this was when I first started to volunteer. Circumstances however changed at home with marriage, kids, a job as a coach driver, and then caring duties. I never anticipated it would be 30 years until finally I started volunteering once again in 2019, and then being elected on to Committee early 2020 as Working Members Officer.

Since returning I have discovered it not just about the locomotives, it's forming friendships which has given me the opportunity to help with the sales stand. Again this has given me the opportunity to meet members and potential members and see for myself the support for our wonderful locomotives.



## **Western Locomotive Association AGM 2025**

### **Election of Charities Officer – meet the candidates**

We're pleased to announce we have two great candidates that the Management Committee are putting forward for election to the Charities Officer role. They have both been 'Proposed' by Committee at our July Committee Meeting. You can read all about the 2 candidates below and their motivation in putting themselves forward for the role. Please remember to only vote for one candidate on the Proxy Voting Form.

#### **Haydn Mudford**



My interest in railways started as a young boy clambering over rusting hulks of steam locomotives at Dai Woodham's scrap yard in my home town of Barry. I remember being fascinated by the three green diesels also stored there. What a shame they were not preserved.

Having started "spotting" in 1976 and witnessing the end of the Westerns on British Rail I initially supported the preservation of Western Lady, as at that time, I perceived her to be the most vulnerable of the seven saved 1000's.

During a career in banking, and following a move to the West Midlands in 1989, I started visiting the Severn Valley Railway and became a member of the WLA in the 1990's. I was initially a working member (in a painting and scraping capacity!) and then became a committee member.

I was the first Charity Officer for WLA, from 2006 to 2015 being responsible for successfully registering the WLA as a charity in 2006 and then setting up the Gift Aid process for the WLA which has been providing regular funds through Gift Aid claims ever since.

During my time on the committee, I also obtained funding for the WLA through activities such as successful Grant applications from the Preservation of Industrial and Scientific Material (PRISM) fund and National Lottery Heritage Fund and held the post of Acting Treasurer of WLA for two years, until a permanent officer was elected.

Now retired, I have a more time available to dedicate to committee work once again and despite living in the South West, look forward to visiting the Valley more often.



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#### **Mark Simmons-Jenkins**



Hello every one. I am Mark Simmons-Jenkins, many of you will recognise me, as I am a working member, and I travel up from Mid Devon to help out as best as I can at Kidderminster TMD, and enjoy mucking in, and learning on the job. I have also been a member of the very successful Sales team for the past 3 years, and I have helped sales increase year on year in each of those 3 years, implementing many ideas for items you can buy at our stalls or online, and very much enjoy meeting new people in that role face to face, and relinquishing you of much needed funds to keep our Westerns running.

My love for Westerns and the hydraulics goes back to 1970 I was brought up in Exeter, and I witnessed D1017 Western Warrior hurtle through St Thomas station on a west bound passenger service as a 9 year old, the sight and sound that summer morning will live with me forever, it got me into train spotting, and once old enough chasing the westerns from 1974 onwards after getting a paper round to fund the hobby, I managed to bag 36 for haulage, and when I finally had D1062 Western Courier on the western running day at The Paignton & Dartmouth Railway in October 1977, it meant I had exactly half the westerns for haulage, not too shabby for someone who was still only 15 in February 1977, I also did manage a handful of each of Warships and Hymeks before their demise too.

I will bring huge enthusiasm to the role of Charities Officer as I do with everything I get involved in. I have vast experience in raising funds, Including helping to save our local Post Office from closure, by putting on concerts at our Parish Hall and a music and arts festival over 2 summers, raising over £30,000 which helped purchase the building, which now runs as a very successful community store, alongside the post office.



## **D1013 – A Progress Update**

The next progress update / report will be shared at the AGM on 15<sup>th</sup> November

## **D1048 – A Progress Update**

The next progress update / report will be shared at the AGM on 15<sup>th</sup> November

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

### **Wednesday 1<sup>st</sup> October**

Wednesdays are starting to be a very popular day for Working Members to attend the TMD and progress work – as can be seen in the first picture below with cleaning taking place on D1013's leaf springs, which have been removed from the bogie.



The crack on the first spring is serious, and a new spring will replace this one – we wonder how long D1013 ran with the spring in this condition?

Preparations were also underway for the Autumn Diesel Bash were underway – and tables delivered to Kidderminster Station concourse.



**Thursday 2<sup>nd</sup> October to Sunday 5<sup>th</sup> October – The Autum Diesel Bash.**

It was an all Class 37 affair – so here are a couple of pictures to kick things off with D6948 standing at the platform at Kidderminster, looking great in green.



For this are not fans of green, how about either Railfreight Grey as worn by 37 901, or a rather ... blue!



Let's stick to Railfreight Grey and Green – under skies that warned of things to come 😊





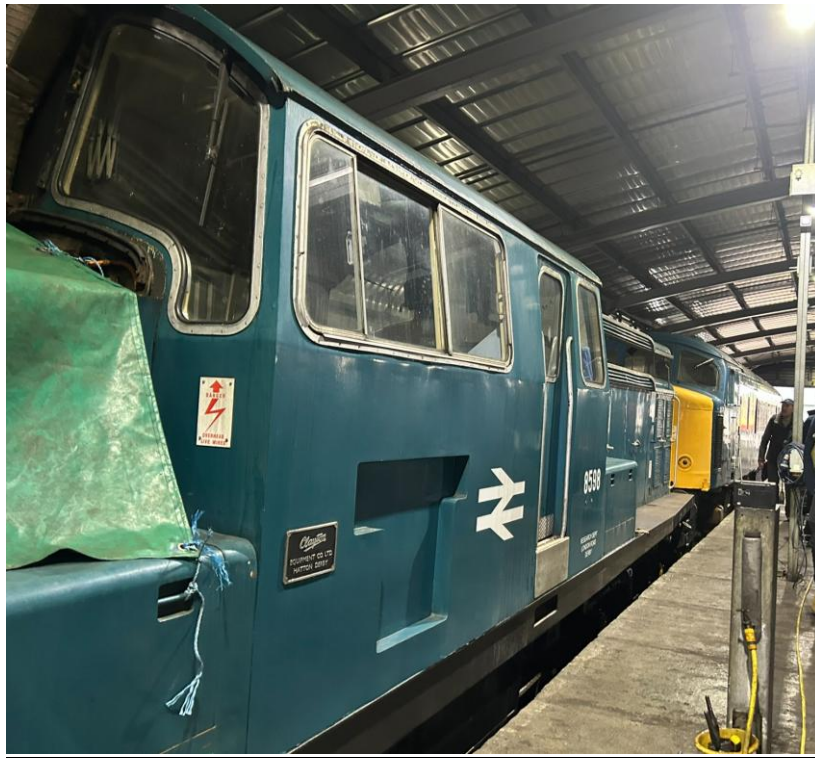
Day 1 and the Sales Stand was ready for business by 8am, well maybe a little closer to 9am – with a remarkable group of young Sales Team members – from left to right – Julian, Mike, Mark, Paul, Dave, Peter and John, with Peter Watts of Pathfinder Rail Tours at the rear desperate to join the group.



We were actively involved in leading Depot Tours across all four days of the gala, and due to the number of visiting Class 37 locomotives, space had to be found to store the home fleet, space being found in the carriage shed. The following pictures show the locomotives stored here, starting with 46 045.



Also tucked away, the Diesel Traction Group's unique Clayton locomotive.



And nestled alongside the Clayton, again cared for by the DTG, the mainline certified D1015 Western Champion.





And of course, it's the Severn Valley Railway and so the line up would not be complete without at least 2 Class 50 locomotives – 50 049 and 50 007.



And a great opportunity to compare front end design – your votes please.





Outside in the yard, bathed in glorious sunshine (before the arrival of the rain), the DTG's Warship – 821 Greyhound.



Mandatory requirement for all Galas, the WLA Raffle – and the drawer is recorded being made below on Sunday 5th October.



Winners being – 1st Prize Ray Yeulet, 2<sup>nd</sup> Prize Gareth Jones, 3<sup>rd</sup> Prize John Clark and yes, 4<sup>th</sup> Prize Jason Hood. Congratulations to all the winners and thank you to all that took part in the raffle, your support is appreciated. Our next raffle will be in the spring, but ahead of that at the start of the new year, our next Lottery.

It wasn't all fun at the Gala; the more hard-working and conscientious Working Members were busy at Bridgnorth on the Saturday preparing the new Thrust Brackets manufactured for D1013 and making them ready for transport to Buron on Trent for welding.



### **Wednesday 8<sup>th</sup> October**

Back to business and planning for the following weeks work is underway, with the moving of D1013's "B" end bogie to the Pit Road and associated shunting planned for Wednesday 8<sup>th</sup>.

Once over the Pit Road, the initial objective is to give the bogie a thorough clean from underneath and get the bogie prepared for further NDT testing on 31<sup>st</sup> October. Of course, before being moved over the Pit Road, the road itself needs to be prepared with covers placed on the floor to make cleaning up afterwards much easier and getting the Pit Boards in place so that we have easy access all around the bogie. Also planned during this period is the replacement of the torque reaction rubbers.

All of the above work and the re-assembly of the bogie and the refitting of the brake cylinders then needs to be completed by Monday 10<sup>th</sup> November when the bogie is due to be moved again.

So, we start on Wednesday 8<sup>th</sup> with Alan Berck May at the controls of the first of the required shunting locomotives, in this instance 13201.





With so much to move, even D1062 Western Courier was called into action, I am sure it didn't take too much persuasion for Darren to fire up the locomotive.



As can be seen below, the yard was full, and everything needed to be moved to allow the movement of the bogie from within the TMD from one lane to the adjacent lane.





The first shunt was to pick up D1015, 2x Class 50s, 46 045 and the Clayton from CS6 and move them to the turntable road.

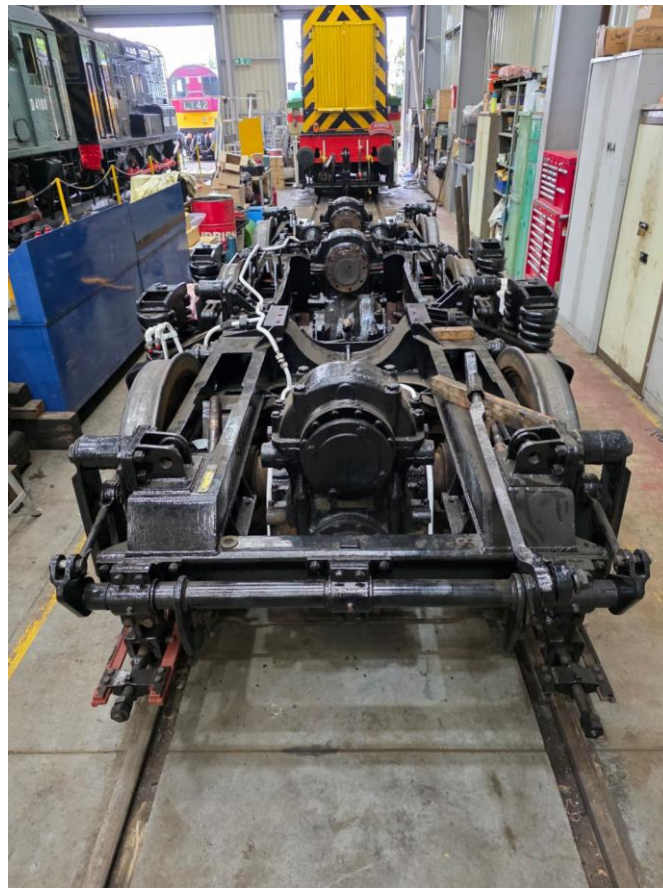


D1062 is seen on the turntable with the other locomotives in tow. The Clayton was then removed from the consist by 23201 and both were temporarily stabled at the yard exit. The Clayton would later be moved into the TMD and positioned in the space vacated by D1013's bogie.



Minus the Clayton, D1062 proceeded to shunt the remaining locomotives to the end of CS6 where 46 045 was dropped off. D1062 then returned to the TMD Lane 3 to collect D1013.

Meanwhile it was time to collect D1013's bogie.





Darren is seen connecting the bogie to the shunt locomotive.



Prior to this, some human “force” was required to push the bogie up towards the shunter so that it could be hooked up to the shunter – Sally, Greg & Krystian seen doing the hard work!



With D4100 now doing the hard work, the bogie is moved past D1048 and to CS6.





Poetry in motion in the following three pictures.



Now heading towards its final destination, the bogie is now seen passing Lady on the other side.



The pit prepared and waiting...





Nearly there...



Finally in place and over the pit.





With the bogie finally in place, it was time to start the hard work – although Mr Perry has mentioned that he had to then finish the mega shunt! – putting the Hydro Shunter and the Clayton into the TMD in Road 3, two Class 20s and D6948 were put into Lane 2 (blocking in our bogie), D1013 was returned to Lane 3 outside the TMD, D1015 and the two Class 50s were put nearer to the TMD in CS6 before D1062, work done, was put back onto CS6 and shut down.

The final move was to swap around D821 and 13201 and finally park up D4100!

Well done Mark , Alan and Roland for 6 hours of shunting.

Something different to end, as it is not often that all three WLA locomotives are visible in one frame, but Sally managed to capture this image as D1062 was hauling D1013 past D1048.



### **Thursday 9<sup>th</sup> October**

A big day at Bridgnorth and goodbye to the old fire and welcome to the new stove – now there can be no excuses for work not being done on time as it is too cold.



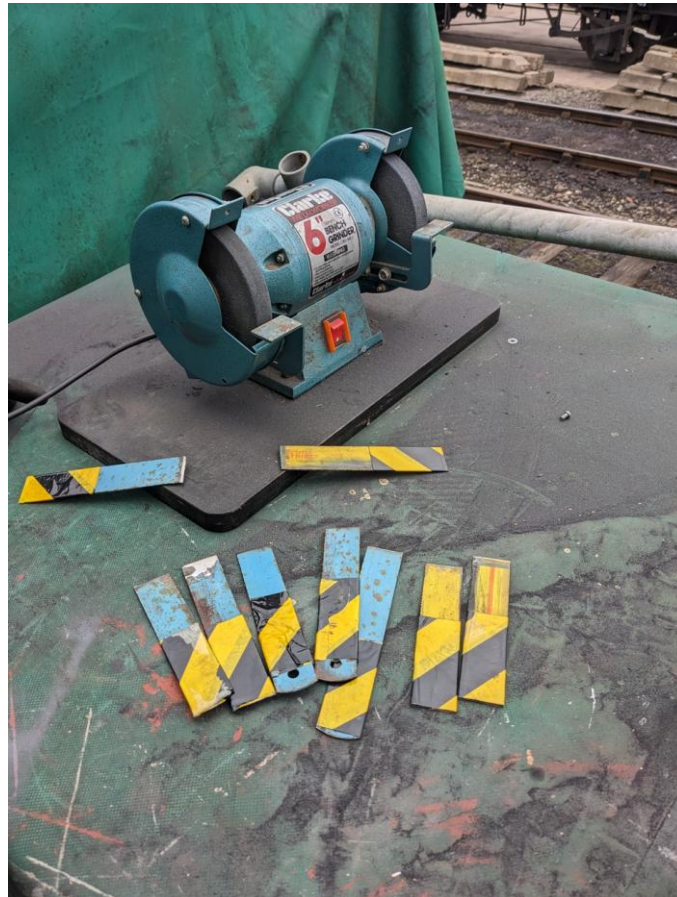
Looking much better when lit, and wow, just look at that chimney stack, better than anything seen at The Vatican and ready for sending out messages from the Bridgenorth Team.



## Saturday 11<sup>th</sup> October

A great turn out of Woking Members today at both ends of the Severn Valley with both D1062 and D1013's bogie receiving attention at Kidderminster, and the new fire being enjoyed at Bridgnorth.

The pictures below start with the activity at Bridgnorth where work was being carried out on cab switch plates amongst other activities.



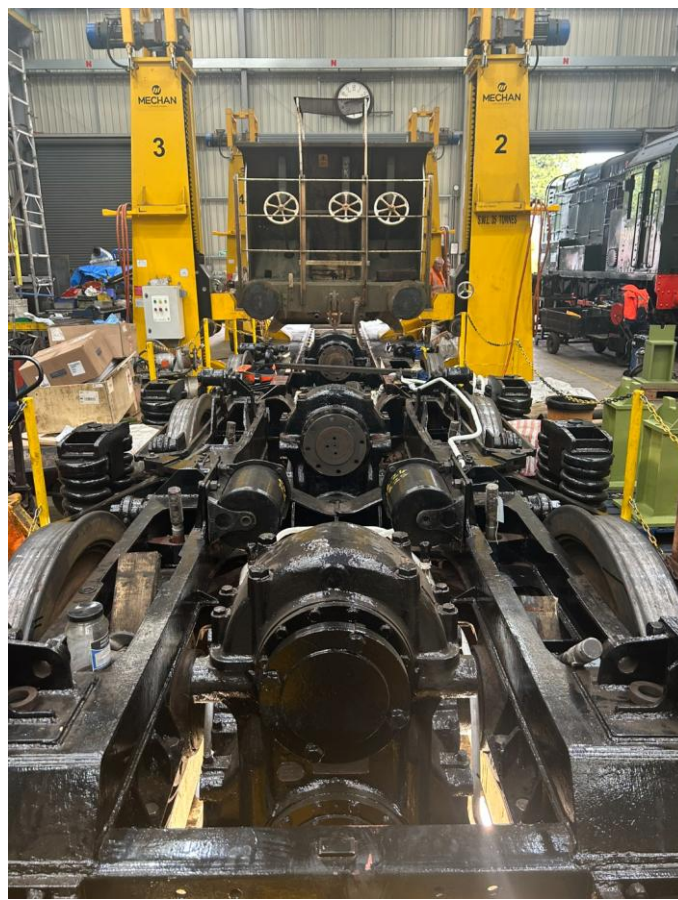


And of course, the VERY happy team enjoying the warmth of the new stove!



With the bogie now awaiting attention, the instruction was clear – clean any areas that you can see and also all areas that you can't see!

Pictures follow give a good indication of the areas to focus on although we start with the rather misleading pictures from above.

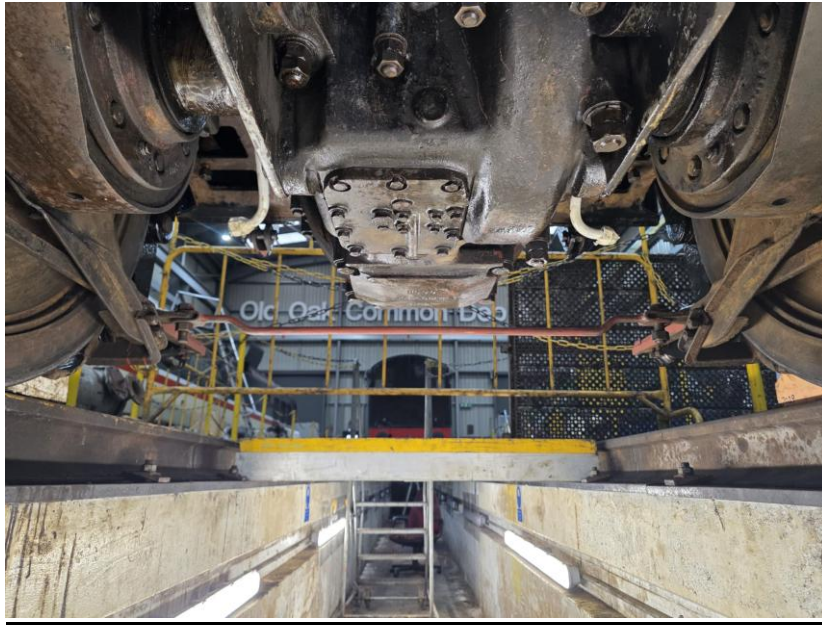


The following do show the task to be addressed, starting with the area around the torque reaction arms and rubbers.

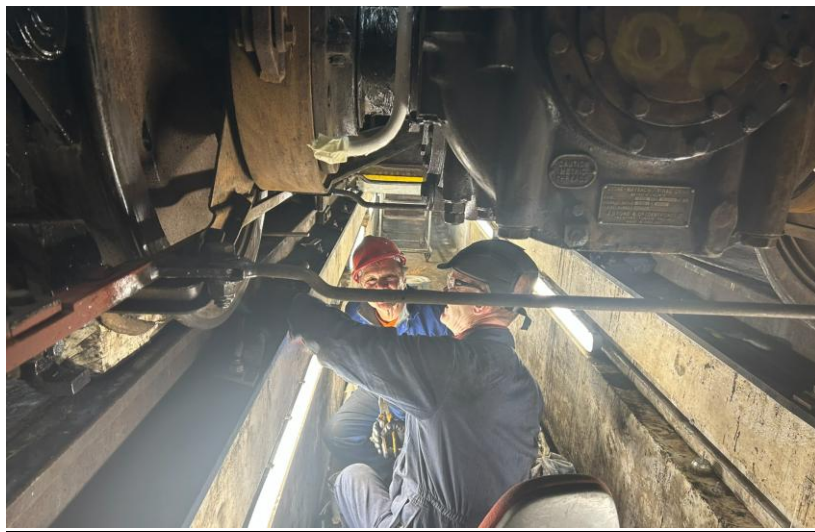




A nice view from below of “Old Oak Common” taken before the boys moved in.



Seen here hard at work and not realising I was there with the camera.





Once the realised I was there, it was all smiles!



Not forgetting D1062, as some attention is required also on this locomotive - drains need to be checked and cleaned in the Cooler Groups, the Air Intake Box drains and the Exhaust drains.

The axle ends of both bogies also need cleaning of any surface rust and greasing – not forgetting the lesser accessible centre axles!

D1062 also needs a clean before tarpaulins can be put on during the next dry day.

Paul & Greg seen below cleaning out the drains.





Meanwhile, in the containers, Alison was assisting Coop with the oiling of piston heads and wrapping in cling film ready for storage.

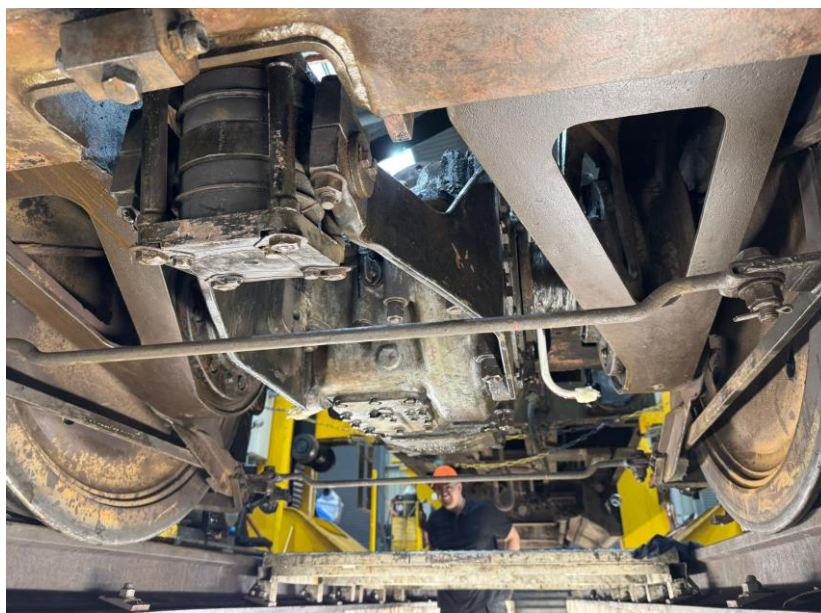






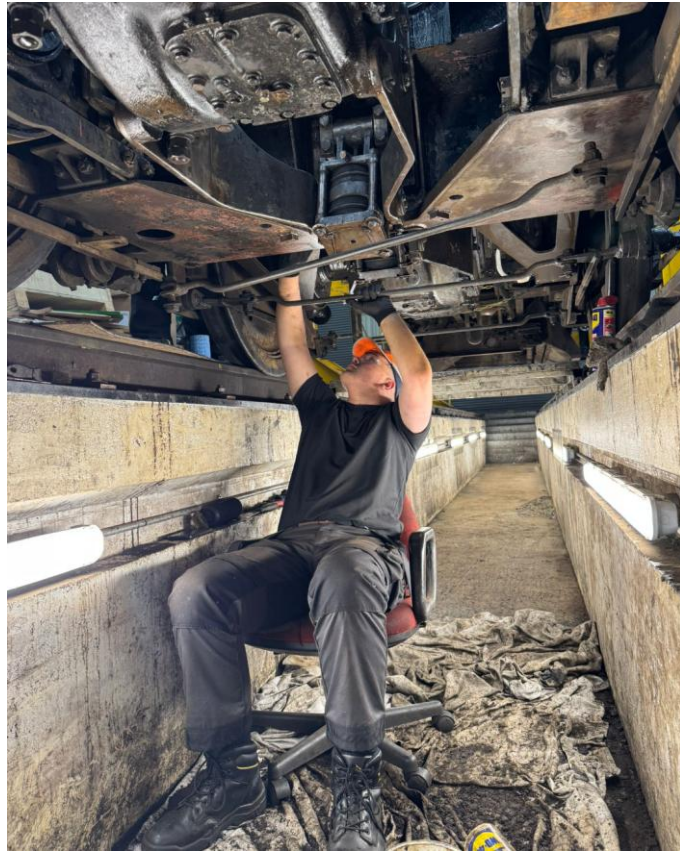
### **Sunday 12<sup>th</sup> October**

More work under the bogie as it has to be all completed by the end of the month with Paul, Jack and Krystian present.

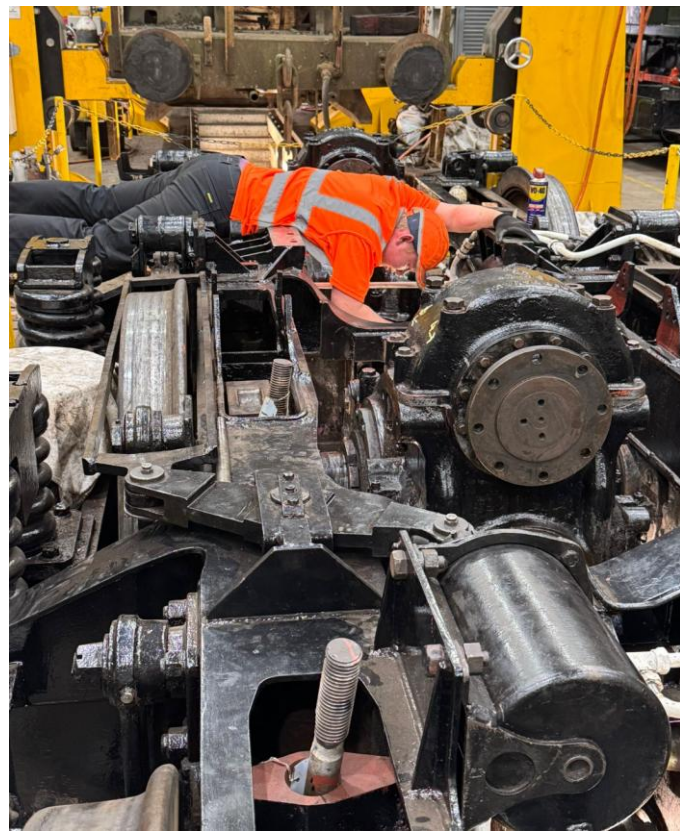




It was a definite case of I can reach it from down here...



....and I can reach it from up here.



A great job done by all.



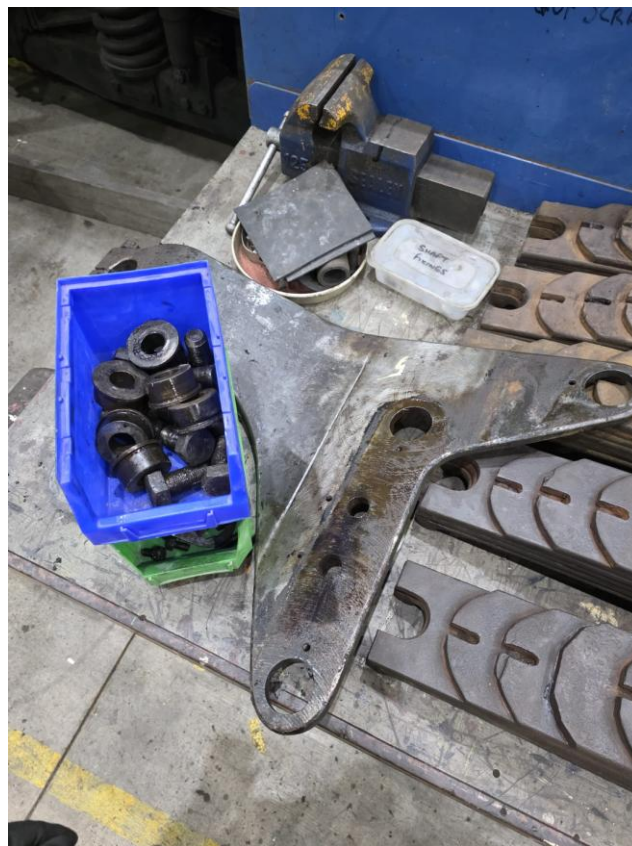


## Wednesday 15<sup>th</sup> October

The plan for Wednesday 15<sup>th</sup> was to remove the centre Torque Reaction Arms and Rubbers, with the other two being removed over the next two Saturdays – 18<sup>th</sup> and 25<sup>th</sup> October.

At the same time, the trunnions will be assessed and shimmed as required.

One of the small Torque Reaction Arms is seen below being lifted out and then seen on the bench for cleaning and assessment.



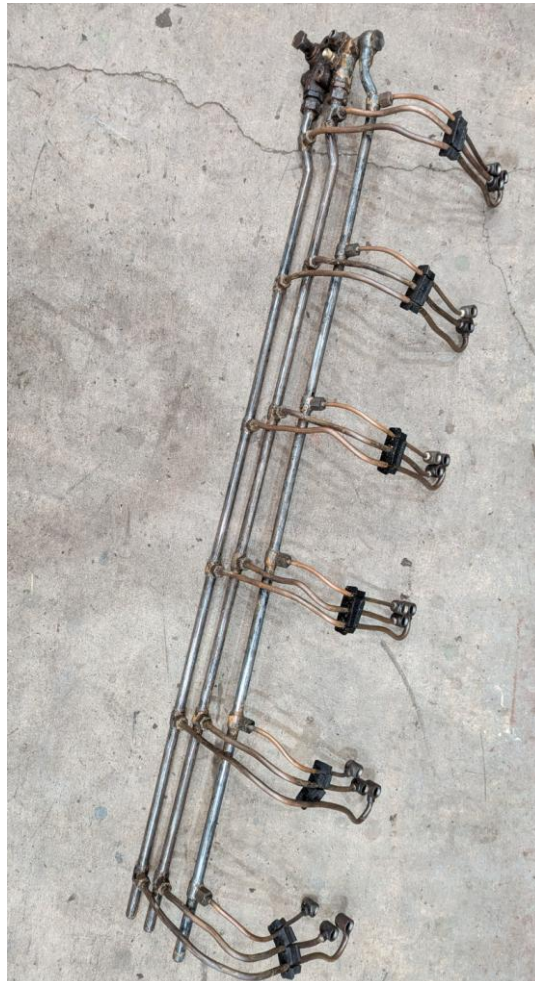


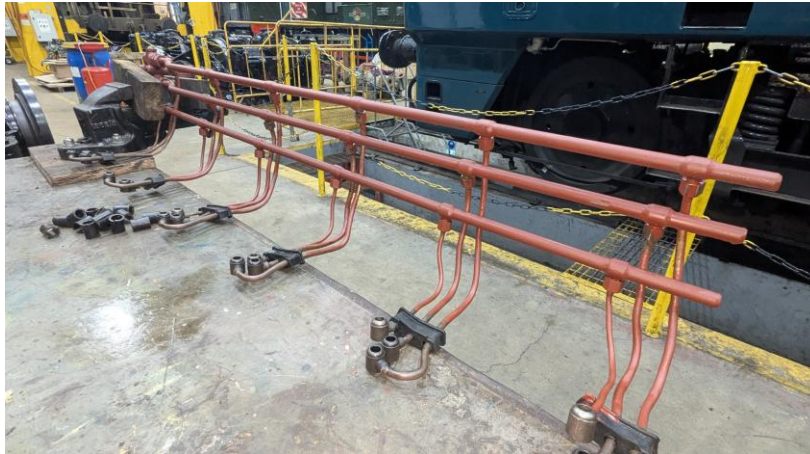
Also of note, the Thrust Pads have been returned from Burton following welding and are ready for refitting.



### **Saturday 18<sup>th</sup> October**

Shifting attention to D1013's engine, and fuel rails were cleaned up ahead of painting – now awaiting a brown top coat!



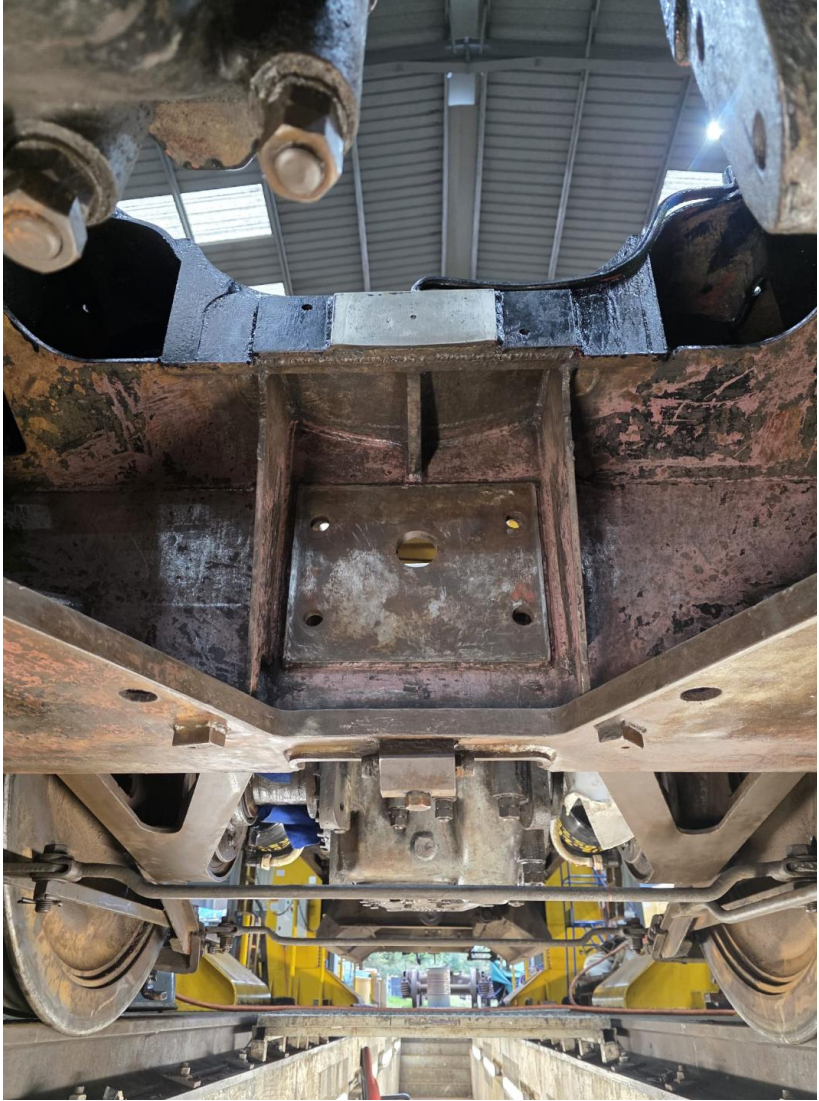


Meanwhile, back to the Torque Reaction Arms with the remaining arms being successfully removed – giving access to the areas above and around them for cleaning ahead of NDT testing.

A collection of Torque Reaction Arms – I am sure there is a name for such a collection?

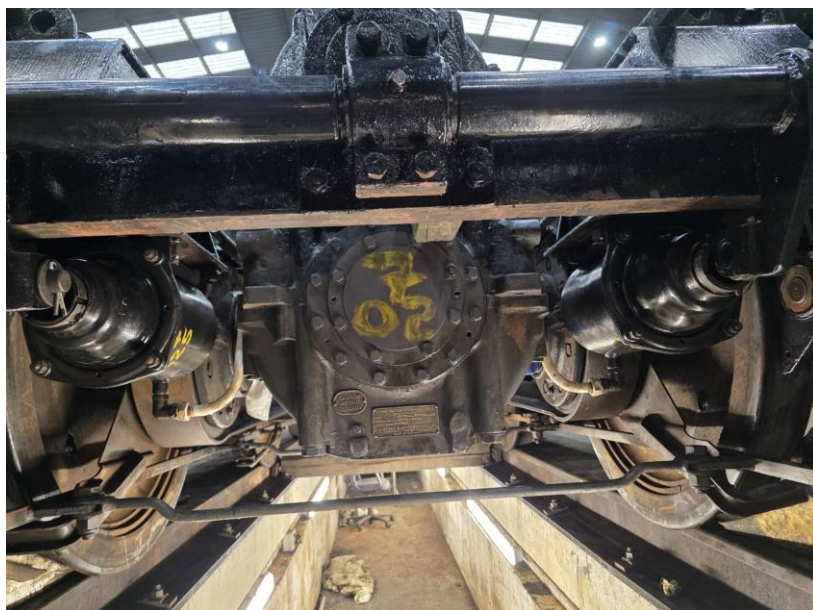








Work also started on the refitting of the lower brake cylinders.



Finally, an assessment was started, comparing the old leaf springs removed from the bogie with new leaf springs, and their fitting to the bogie.





**Friday 24<sup>th</sup> October**

Further progress made by Sally with paint applied to the two centre wheels and further progress on the fuel rails.



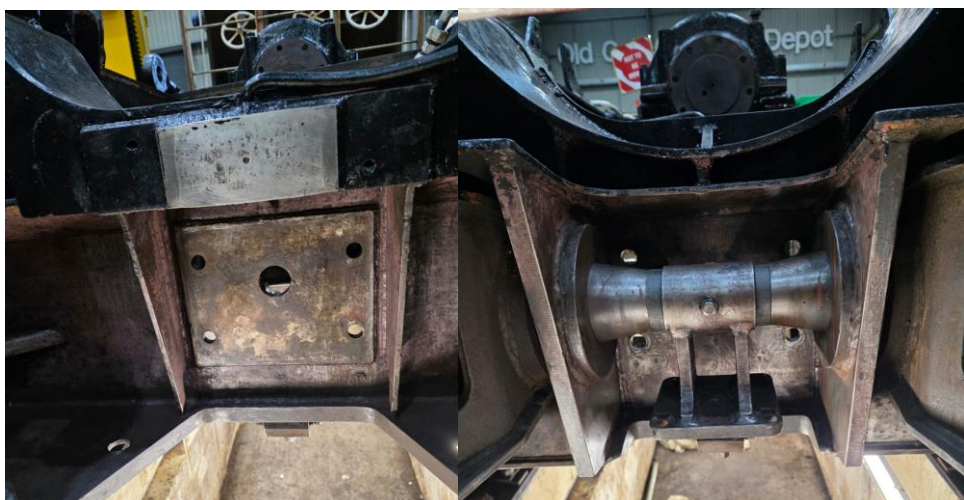


## Saturday 25<sup>th</sup> October

The team were busy at Bridgnorth testing the latest overhauled preheater – which fired up first time and ran perfectly, passing all checks, although there is some attention needed to the water pump and the magneto, and a coat of paint to be applied – then ready to be re-fitted to a locomotive as required.



Meanwhile at the TMD, a final push and all areas that require NDT testing are now cleaned and prepared, this testing will take place on Friday 31<sup>st</sup>.



Attention then swung to parts that need cleaning ahead of refitting, pictured below, and the refitting of the torque reaction arms- the centre ones being fitted first.





## **Friday 31<sup>st</sup> October**

NDT Testing was performed, and the bogie passed all tests which is great news. Following the successful testing, an immediate start was made to painting the areas that had been cleaned prior to testing. Other items tested included the torque reaction arms and trunnions. The centre arms and trunnions were then shimmed and are ready to be refitted. The following pictures show the fantastic work that has been carried out by the Working Members involved.



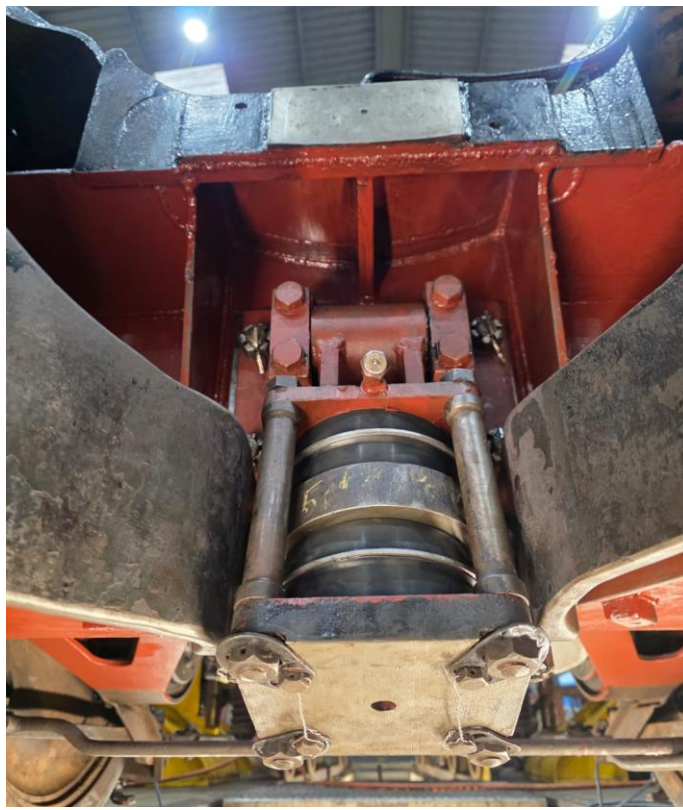






Whilst all of this work was being carried out, engines were barred over on D1062 and cooler groups cleaned. Work in the containers also continued as tidy and efficient storage is important to maintain.

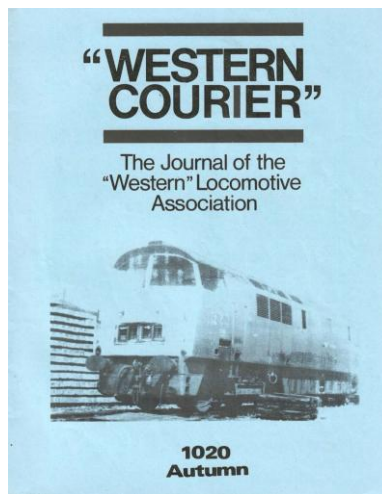
And to end this month's report, the two remaining brake cylinders were refitted to D1013's bogie, as well as bogie bracket and torque reaction arms, with new rubbers. Again, a final set of pictures show the professionalism of the work being completed.







## Western Courier



### **The Last Daze of the Westerns, Michael Oakley.**

Night comes slowly in the "Western" lands. It creeps unnoticed from the corners of the room to beset the eye with phantom contrast, so that thought misdeems the steady suffusion of the light outside. The flitting memory slows to ponder and to re-examine impressions and sometimes to change the judgement and perspectives of the preceding day. Impressions there are myriad of the recent years of British Rail, and judgements valid enough, but perspectives still intrude upon the thought. Are we ready even yet for a final examination of performance in the last days of the Westerns, or are the emotional blinkers still too strong for complete objectivity ?

Let us at any rate make the attempt, remembering that had it not been for some measure of objectivity in the beginning, the first diesel-hydraulic locomotive on what is now BR - part Of the LMS shunting experiments of the 1930s - might never have been built at all.

Certainly, it was in the spirit of objectivity that the first hydraulics emerged from the "'Pilot Scheme" of 1955, long before the concept was poisoned by the jealousies of the 1960s, and it was with a substantial element of reaction to the real or imagined attacks upon them that the hydraulics simultaneously acquired their near-cult following among enthusiasts.

But it is their last days, when the Westerns alone remained in service in any numbers, that are in my thoughts tonight. These were the days when Western followers, me among them, collected perhaps more performance data than ever before about a class of comparable numbers. Some little of this has been published, often in dramatized but too often in generalised form, and few attempts have been made by publication to analyse the substance of the drama in scientific detail — perhaps for fear that the drama will be obscured thereby. Or perhaps the fear of the night will be driven out by the knowledge of the morning, as in time we shall find out.

What then is the dramatic nature of a locomotive performance ? Steam locomotive performance is by tradition largely a relative concept, knowing no final boundaries of output or of efficiency and subject to the infinite variety in which lies its beauty. This is the essential difference between steam (and to a lesser extent electric) performance and the performance of diesels, for diesels are bounded by absolutes on all sides, whence variety is replaced by the very different but not lesser beauty of symmetry as the main criterion. The failure of too many observers to adjust with this shift in values is responsible for most or all of the woolly commentary which has bedevilled the analysis of diesel performance throughout its history.

Take as an example the first run in Table 1, made by a familiar member of the class towards the end of its career. By relative standards this was an impressive performance — a rapid acceleration, a long stretch of high speed such as no GWR steam locomotive ever achieved as a matter of course, and a start-to-stop average speed (after allowing for out of course delays at the end of the run) of 76.3 mph — and in the past too many commentators



would have allowed themselves to be over-impressed by it. The fact is that diesel locomotives and modern rolling stock have considerably less resistance to motion than was the case in steam days, whereas the designed efficiency (horsepower output at the drawbar as a percentage of horsepower output at the engine) of the Westerns had a peak of 82% at low speed, and should not fall below about 60% as designed maximum service speed is approached. 90 mph on the level with ten coaches, however, these days requires only about 1150 hp at the drawbar, or about 42% efficiency from a Western, so D 1041 maintaining this speed involves nothing supernatural. What need to be looked at instead is the brief section of the run where fuller power ought to have been in use, in the recovery from the stand at Reading. The acceleration from Twyford to Maidenhead on a continuous downgrade of 1 in 1320 in fact is worth an equivalent drawbar hp of only 1433 at 85% mph, which falls a little short of symmetry with the rated performance of a 2700 bhp locomotive.

**Table 1 Reading to Paddington**

Loco/load :	D1041,	10/334/355	D1069,	12/393/430	31.295,	7/246/26
m c	m.s	speeds	m s	speeds	m s	speeds
0-00 <b>Reading</b>	0.00	—	0.00	—	0.00	—
2-01 Sonning	3.15	60	3.19	55	3.31	53
4-77 Twyford	5.52	77	6.10	70	6.25	69
7-75 Shottesbrook	8.03	85	8.34	77	8.47	78
11-59 Maidenhead	10.37	91	11.25	83	11.35	85
15-02 Burnham	12.45	93	13.46	85	13.52	88
17-43 Slough	14.22	94	15.32	86	15.36	89
19-60 Langley	15.47	92	17.04	85	17.07	87
22-61 West Drayton	17.44	92	19.13	83	19.23	pws 56
25-06 Hayes	19.16	90	20.53	83	21.43	67
26-72 Southall	20.29	92/93	22.12	85	24.19	73
30-20 Ealing	22.48	pws 27	24.36	86	26.54	82
31-57 Acton	25.06	44	25.36	87	27.55	84
33-15 Old Oak box	26.38	64/65	26.37	85	29.00	78
35-73 <b>Paddington</b>	33.18	sigs	30.22	—	33.29	—
Net times (minutes)	= 28%		unchecked		=31	

Nothing more was needed to keep time on this occasion, so possibly the locomotive was not being driven hard any way. But there are many instances on record where the symmetry of the speed curve with the gradient profile does indicate a consistently flat-out run, and sometimes unfortunately to no better effect. The second run in the table is an example of this with another locomotive past its prime; in this case the edbhp for the same acceleration was only 1290 at 77 mph and falling rapidly as speed increased, so that the modest upgrade of 1 in 1640 to Hayes sufficed to prevent full speed being reached at all.

By comparison the third run in the table features nothing more distinguished than somebody else's cast-off class 31 on a lightweight Worcester train, but one which was functioning adequately to beat the Western from Sonning to Slough. In this case the edbhp past Shottesbrook was 910 at 79mph for an efficiency of 62%, which in any diesel-electric running at a speed above the point where electrical unloading of the motors begins is not to be despised.

The down run could similarly expose a locomotive not running well. Most Westerns with an average train would still storm over the slight rise to Hayes at 80mph or so and be able to run at near enough full speed the rest of the way to Reading for nobody to be much the wiser. But there was painfully little in reserve much of the time, and with the heavier trains runs like the one in table 2 were to become a frequent occurrence. In this case the edbhp was 1320 at 64 1/2 mph and fell away into unsteadiness as soon as the 80s were reached.

**Table 2 Paddington to Reading**

Loco : D1065 Load : 10/352/375

m c		m s	speeds
0-00 <b>Paddington</b>		0.00	—
2-58 Old Oak box		5.26	55
5-53 Ealing		8.15	67
9-01 Southall		11.06	74
10-67 Hayes		12.33	76
13-12 West Drayton		14.20	80
16-13 Langley		16.33	82
18-30 Slough		18.09	84
20-71 Burnham		19.58	84/81
24-14 Maidenhead		22.21	82
27-78 Shottesbrook		25.07	83
30-76 Twyford		27.17	82
35-73 <b>Reading</b>		31.41	—

Another problem was the sheer inconsistency of the things. The nature of the hydraulic transmission efficiency curve is such that it is relatively better than comparable electric equipment at the highest and lowest speeds, especially the lowest, and this is further complicated in the case of the Westerns by the fact that the middle stage of the three-stage torque converter had characteristics which did not precisely correspond with those of the engine in any case. In practice the declining Westerns were usually still so powerful off the mark that with their regular drivers they could get so far ahead of their rivals before Royal Oak that the difference overall was minimal. Nevertheless, some declined by a consistent amount, while others lost more at some speeds than others. Hemerdon Bank always seemed to bring out the worst in them in this respect, possibly something to do with transmission loss during the transition from the middle to the low-speed stage of the converter, or perhaps deterioration of individual converter stages in isolation. D1072 long exhibited the feature of weakness at low speed only, against the general trend, as shown by the run-in table 3. The 1 in 42 climb to Hemerdon pulled speed down even more rapidly than usual to a minimum of 21% mph and still falling, and the edbhp at 32 mph works out to 1500 only. Yet the same train was to pass Maidenhead at 89 mph, beating D1041 in Table 1 with two coaches less by an edbhp actually higher at 1535 at 82½ mph.

**Table 3 Hemerdon Bank**  
Loco : D.1072 Load : 12/391/415

m c		m.s	speeds
0.00	<b>Plymouth</b>	0.00	—
2.75	Tavistock Jn.	4.35	63
4.34	Milepost 241½	6.05	58
6.34	Milepost 239½	9.51	21½
10.63	Ivybridge	15.12	62
13.02	Wrangaton	18.20	64
23.09	<b>Totnes</b>	29.19	—

But overall, there tended to be a sudden downhill slide by individual locomotives one after another before they dropped out and were scrapped. It was easy enough to nurse them against this on light trains out of Paddington, but summer Saturdays on the South Devon banks have done for many a helpless locomotive. At least the ability of the Westerns to run theoretically at full power down to a dead stand prevented them from ever inflicting that indignity on me altogether, unlike a certain class of diesel-electric I will spare mention, but often it seemed a closer thing than it probably was. In this case the problem at speed was adhesion, in which the cardan-coupling of the hydraulics' axles did not always compensate for their inherent lightness. Some drivers made the cardans suffer, but most would throttle back a notch or two once they got down to about 25 mph on the banks, so that everything at least kept relatively steady. An example of this is the run in Table 4, where D1015 with a full load dropped a quarter of its speed in the first mile of Dainton bank and nearly half of what remained in the second, which is steeper but not by that much. Clearly the driver had eased off towards the summit. The climb to Rattery was by comparison more consistent with the gradient profile, the edbhp output being about 1400 at 23 mph on both the gentler first mile and the second steepening to 1 in 47.

**Table 4 Dainton and Rattery Banks**  
Loco: D.1015 Load : 12/396/420

m c		m s	speeds
0-00	<b>Newton Abbot</b>	0-00	—
1-09	Aller Jn.	2.20	40
1-74	Milepost 216	3.23	51
2-74	Milepost 217	4.46	38
3-74	Dainton box	7.08	20/64
8-59	<b>Totnes</b>	13.12	—
1-15	Milepost 224	3.00	27
2-15	Milepost 225	5.39	21
3-15	Milepost 226	8.22	25
4-50	Rattery	11.13	33
9-07	Wrangaton	16.31	59/66
12-26	Ivybridge	19.42	59
16-38	Hemerdon	23.35	68/84
23-09	<b>Plymouth</b>	31.15	—

Eventually things reached the stage where hardly a driver on the objective side of Newton Abbot would open out fully at all. This was all very well for lovers of Cornwall, but there were some sad disappointments elsewhere, and perhaps the greatest was the WLA railtour from Kings Cross to York. D1023 was provided, and in relative terms replied with a day of great variety which was duly enthused over as such, and indeed was the main inspiration for this 'article. Unfortunately, if I may be forgiven by the gentle man who wrote to the Railway Magazine declaring that the window-hangers and corridor-marchers would have been better occupied contemplating the excellent performance of the locomotive, I have to state that the performance was, as a matter of objective symmetry, dismal. I have shown in Table 5 only the ascent of Stoke Bank, on which the first three miles of 1 in 200 continuously caused a fall from 79 to 73 mph. This gave an edbhp of 1469 at 76 mph, which was consistent with the attained 55-60 mph speeds on similar gradients throughout the trip.

**Table 5 East Coast Main Line**  
Loco : D.1023 Load : 11/360/390

m c		m s	speeds
76-29	Peterborough pass	65.52	68/67
79-39	Werrington Jn.	68.29	78
84-65	Tallington	72.27	83
88-53	Essendine	75.15	80/81
91-00	Milepost 91	77.00	79
92-16	Little Bytham	77.55	77
94-00	Milepost 94	79.22	73
96-00	Milepost 96	81.27	pws 29
97-07	Corby Glen	83.29	36
100-07	Stoke Summit	87.07	57
105-37	Grantham pass	91.16	90

Only once the truth came out, when a permanent way slowing intervened and a recovery was staged to 57 mph attained on the last three miles of 1 in 178. The edbhp leaps up to 1826 at 491/2 mph — only to drop back as presumably three-quarters throttle running was resumed for the rest of the trip and sufficed for the 85 - 90 mph maxima on the level stretches and downhills. One expected something better of such an occasion.

For me that was the end, and I left it to others to chronicle the 37 mph stagger up Brewham Bank of D1048 on the returning \*'Western Lament'', or the maudlin double headed drift on the final day. Yet one run proves nothing, and it is precisely because people have been trying to tell themselves otherwise that this article has been written.

An alternative approach is the statistical analysis, which usually can be relied upon to prove more in proportion to its scope, and a brief one appears in Table 6.

Table 6		Westerns on Whiteball Bank		(MP 171 to Tunnel East, 2m 14c)						
Date	Train		Loco	Load	Time	Speed	EDBHP/mph		Effcy	
19/6/73	08.00	Bristol	D.1009	8/275/285	1.53	74/63	1614 @ 69		58.8%	
18/9/73	15.30	Paddington	D.1010	11/360/380	2.17	66/51	1457 @ 57		54.0%	
20/9/73	08.00	Bristol	D.1035	8/273/290	1.54	74/63	1605 @ 69		59.4%	
23/9/73	08.45	Paddington	D.1047	11/364/380	3.25	33/39	1654 @ 38		61.3%	
24/10/73	07.30	Paddington	D.1043	11/362/380	2.24	62/48	1474 @ 54		54.6%	
24/10/73	19.30	Paddington	D.1016	11/361/380	2.24	62/48	1473 @ 54		54.6%	
28/10/73	15.30	Paddington	D.1067	9/309/330	2.03	70/59	1655 @ 64		61.3%	
30/10/73	07.30	Paddington	D.1069	11/361/380	2.14	66/54	1674 @ 58		62.0%	
19/3/74	07.30	Paddington	D.1040	10/329/345	2.13	66/55	1617 @ 59		59.9%	
20/3/74	10.30	Paddington	D.1055	10/329/340	2.02	71/59	1674 @ 64		62.0%	
30/4/74	07.30	Paddington	D.1050	11/362/385	2.13	65/53	1718 @ 59		63.6%	
28/10/74	15.30	Paddington	D.1049	11/362/390	2.35	59/43	1317 @ 51		48.8%	
9/3/75	08.45	Paddington	D.1028	10/329/345	2.05	68/57	1732 @ 63		64.1%	
16/4/75	13.30	Paddington	D.1011	10/329/345	1.58	70/60	1914 @ 66		70.9%	
19/4/75	13.30	Paddington	D.1068	11/361/385	2.15	64/52	1696 @ 58		62.8%	
23/9/75	15.30	Paddington	D.1015	12/396/420	2.37	61/46	1513 @ 53		56.0%	
27/10/75	09.30	Paddington	D.1022	10/329/355	2.04	69/57	1702 @ 63		63.0%	
22/3/76	08.00	Bristol	D.1030	7/250/260	1.52	76/64	1432 @ 70		53.0%	
13/6/76	08.45	Paddington	D.1013	11/360/390	2.19	64/51	1588 @ 56		58.8%	
Average of 19 runs				337/356	2.15	66/53	1605 @ 60		59.9%	

The West of England main line is not an easy one on which to make such a survey, owing to the dearth of long climbs on a constant gradient on which accurate assessments can be made. The actual section chosen is the Westbound climb to Whiteball, over a distance of 2 miles 14 chains on which it is close to constant. The actual inclination is in three sections, steepening from 1 in 90 to 1 in 80 and which I have taken at a nominal value of 1



in 86. Horsepower outputs of only two minutes' duration can in any case be calculated only to an accuracy of perhaps 50 hp each way with certainty, and too much should not be made of individual figures; but averages of a large number of runs should reduce the margin of error in proportion, and I have shown each output to four significant figures for this purpose. The table also includes the necessary data for anyone who wants to check the calculations for himself. The runs in the table are from the last 21 consecutive logs I took of Westerns in service over the section, spread through a three-year period, •except that where two locomotives featured twice I have included only the better instance.

The principal value of this kind of analysis is that it affords a reasonably direct comparison with rival types of locomotives. Whiteball Bank sees most of the main types of diesel and a selection of runs with them appears in the same form in Table 7. Here also the runs are consecutive apart from no locomotive featuring twice, but with the chronology spread wider to obtain a worthwhile number of examples.

**Table 7** Other locomotives on Whiteball Bank (MP 171 to Tunnel East, 2m 14c)

Date	Train	Loco	Load	Time	Speed	EDBHP/mph	Effcy
22/8/70	10.05	Bradford	D.861	10/340/365	2.20	63/51	1473 @ 56 67.0%
31/8/71	14.20	Paddington	D.812	10/336/355	2.22	62/50	1431 @ 55 65.0%
22/9/73	08.15	Paddington	D.7018	7/239/255	2.18	63/51	1100 @ 57 64.7%
9/12/75	07.30	Paddington	50.048	11/360/370	2.04	67/58	2039 @ 63 75.5%
29/4/76	11.30	Paddington	50.011	9/299/315	2.02	66/62	2140 @ 64 79.3%
9/5/76	08.45	Paddington	50.027	9/328/345	3.02	32/48	2097 @ 43 77.7%
9/10/76	15.30	Paddington	50.017	9/306/325	1.46	78/68	2038 @ 74 75.5%
28/10/76	10.30	Paddington	50.041	8/266/275	1.50	75/65	1735 @ 71 64.3%
30/9/78	10.23	Manchester	50.007	11/390/410	2.28	61/45	1442 @ 53 53.4%
5/10/78	11.30	Paddington	50.018	10/335/360	2.13	67/51	1403 @ 60 52.0%
8/5/72	07.35	Leeds	D.1591	12/440/480	2.08	67/55	2166 @ 61 78.8%
15/6/76	16.30	Paddington	47.171	9/299/315	1.57	73/61	1616 @ 67 58.8%
9/1/79	08.15	Birmingham	47.055	9/314/320	1.51	75/66	1996 @ 71 72.6%
30/4/79	07.30	Paddington	47.477	11/367/385	2.07	67/57	1927 @ 62 70.1%
14/3/74	08.00	Bristol	46.011	7/238/250	1.47	77/68	1762 @ 73 70.5%
21/4/75	08.00	Cardiff	46.009	8/279/285	1.54	75/64	1676 @ 69 67.0%
31/10/78	07.56	Cardiff	46.013	8/276/285	1.50	76/65	1746 @ 71 69.8%
20/2/79	07.56	Cardiff	46.002	8/277/290	1.54	73/62	1699 @ 69 68.0%
3/6/72	14.20	Leeds	D.70	10/354/370	2.00	71/61	2034 @ 65 81.4%
6/5/73	19.25	Bristol	D.30	12/403/415	2.12	65/53	1919 @ 59 76.8%
2/4/74	07.41	Leeds	D.26	10/346/365	2.03	71/57	1655 @ 64 66.2%
26/10/74	07.00	Bradford	45.015	12/410/440	2.05	69/57	2072 @ 63 82.9%
10/3/75	06.41	Leeds	45.030	8/276/295	2.00	70/60	1702 @ 65 68.1%
29/4/78	07.00	Bradford	45.013	12/394/425	2.07	67.56	2090 @ 62 83.7%
Average of 7 Class 50 runs				326/343	2.12	64/57	1842 @ 61 68.2%
Average of 4 Class 47 runs				355/375	2.01	71/60	1926 @ 65 70.0%
Average of 4 Class 46 runs				268/278	1.51	75/65	1721 @ 71 68.9%
Average of 6 Class 45 runs				364/385	2.05	69/57	1912 @ 63 76.5%

Note: Class 47/4 and 50 figures are net of electric train heating load.

The three hydraulic runs are the best recorded with the respective classes towards the ends of their careers. The locomotives being less powerful, they are likely to have slightly lower efficiencies than the Westerns, but figures in the 60-70% range at this speed are not far short of what the same locomotives achieved in their prime and must be considered reasonable enough for their date. The North British Warship in fact was the best example I ever came across, not that that is saying much, but the Swindon variant had by this time worn away from the standards set by the double-headers in 1969.

The class 50 runs typify the renowned inconsistency of the class — though in fairness this has diminished since they first arrived on the WR. Also, I fancy that the last two runs may have been with traction motors isolated, for the class 50 motors are electrically connected in a series parallel arrangement; this means they can only be isolated in pairs, each pair reducing power output nominally by one third. On the other hand, I have made no allowance for the effects of electric train heating (around 26 hp per passenger vehicle), while the run of 50.011, which began with a partial failure, developed into an exceptionally good one on which 100 mph was very unusually attained against the grade at Twyford.

The class 47 runs are similarly inconsistent, 47.171 being a moment's-notice requisition after a class 50 failure en route, while D1591 looks suspiciously like one of the examples which reputedly escaped derating in the 1960s. On the other hand, class 47 performance has been recovering some of its former sparkle lately, the ETH-fitted examples especially (and most inconsistently both ways), and the general standard always was best on the WR.

The Peaks are, as always, the most intriguing of all. No comment is necessary on the class 46s, whose drawbar hp figures fall short by little more than they should do from their rated rail hp of 1960. But the class 45s, there is no getting away from it, do things which make no sense at all if we believe the official assertions that the class definitely has not been uprated to 2750 bhp. The fact remains that the best run in the table produced an hp figure of a good 200 higher than it should have been, which is stretching most precariously the limits of what can be explained away by following winds and all the other excuses one hears from the self-appointed pundits. As with all the runs in this article, my efficiency percentages are calculated from the brake hps quoted in my little Ian Allan book at the time the locomotives were delivered (2500 the Peaks, 2200 the Warships, 2750 the 47s, and so on) and are open to amendment if anyone prefers a more interesting version.

Maybe we must now start to wonder how close the output settings of the Westerns were to the figures originally quoted, and whether they need amending as well. Certainly, it was rumoured around 1972 that D 1023 had been derated experimentally to 2300 bhp, though the York run suggests at least 200 more than that at its high spot on Stoke Bank. But there can be no amending the unfortunate truth which emerges from the comparison of Tables 5 and 7: everything else simply left the Westerns in their wake and did so by a margin of something like 20% on raw horsepower alone. This is the evidence of a broadside of 40 runs, which no amount of following or any other sort of wind is going to outface. Only one Western in the table got within 100 of the 2000 hp which should be par on this sort of course, while the average was lower than that of the worst class 46. It is not an easy task to try to accept this fact, even as the shades around the days of our adulation are deepened by the shades into which their object may now be seen transformed. The temptation to retreat from it is great even for the writer, no less than it will be for some of those who come to read. But it is one in which we must succeed before we can lay claim to the objectivity which is essential if diesel locomotive performance is to have the history it deserves in the future.

And the reason why we must succeed is not for the sake of objectivity, of judgement, or of perspective, but for the sake of the Westerns themselves; for there are still those of us who can remember back before the dazed years to the too-brief days when things were as they should have been and Western performance was an experience of their glory. Slow it seemed at the time, but sudden now in retrospect, the vibrant morning of the new railway, when the Golden Stud ran the Hind for a season, and all the West grew in the sun.

We laughed and were glad with them then and recorded too few of the runs that they gave us - but few enough for me to set just a little of this history to rights. Other trains there are on the Western Road — the Sleeper with its struggles and secrets, the Limited with its tourists and traditions — but the train for the performance connoisseurs was always the Hind. The run in Table 8 was made on it in 1971, towards the fading of the best years, and began on a grey dawn with a grey performance, as it seemed. The usual surge out of the platform fell rapidly away to an unsteady drift down past the estuary and an ominous deceleration as the incline was struck. Another of the poor runs then increasingly prevalent? In a sense, for the realisation came that this run was not just poor but was actually down to one engine and half the normal adhesion. And still we got up that vicious 1 in 42 and into the summit cutting at no less than 18 mph — an astonishing edbhp for the circumstances of 1031 at 32 mph.

Table 8 South Devon main line							
Loco : D.1056		Load : 9/299/310 - 315					
m c		m s	Speeds				
0-00	Plymouth	0.00	—	5-12	Teignmouth	5.48	77/55*
2-75	Tavistock Jn.	4.50	59	7-78	Dawlish	8.33	63/67
4-34	Milepost 241½	6.33	53	11-50	Starcross	11.56	64*
6-34	Milepost 239½	10.42	18	15-30	Exminster	15.08	77/84
10-63	Ivybridge	16.28	53/54	20-14	Exeter	20.05	—
16-19	Brent	23.48	pws 20/64	* speed restrictions			
23-09	Totnes	31.10	52*/59				
27-74	Dainton box	37.53	37/61				
31-68	Newton Abbot = 41%	43.17	—				

The trouble persisted for some while, and it was halfway up the twisting ascent of Dainton that the sudden surge returned and took us booming over the top at an uncomfortable no less than unaccustomed 37 mph. Then the sun came out again as we went storming through the cliffs and caverns, pressing hard round the curves, and up into Exeter like the Morning on wheels. The distance from Newton was covered at 60 mph average - a feat I have not equalled since.

To my regret I had to leave the train at Taunton that morning, but the continuation thus far appears in Table 9. With it for comparison once again are some more recent runs by other principal types — a class 47 from the batch which once again are performing as they should, a class 45 from the batch which always did perform beyond reason, and the best example since transfer to the West of class 50. The gradient here is almost continuously adverse for 20 miles, steepening to 1 in 115, and yet was treated with something as nearly akin to contempt as I have seen the intermediate speed restrictions allow. The performances differed, as with the different characteristics of the locomotives they should, and the edbhp figures vary partly in proportion to the different speeds at which they were obtained, but this time the fastest over the top was the Western and in no uncertain style. I shall perform no Judgement of Paris between these runs, except to say that for all-round quality I have recorded little better on rails.

**Table 9 Whiteball Bank in the up direction**

Loco/Load :	D.1056	9/299/320	47.451	10/335/355	45.044,	9/309/330	50.099,	10/340/370
m c	m.s	speeds	m s	speeds	m s	speeds	m s	speeds
0-00 <b>Exeter</b>	0.00	—	0.00	—	0.00	—	0.00	—
1-20 Cowley Bridge Jn.	2.10	54	2.35	51	2.21	53	2.23	51
3-30 Stoke Canon	4.10	70	4.37	69	4.24	73	4.28	70
7-13 Silverton	7.05	81	7.40	80	7.21	83	7.30	79
8-28 Hele	7.56	85/87	8.33	84/73*	8.11	86/88	8.23	82/84
12-46 Cullompton	11.02	74*	11.47	76/75	11.21	pws 20	11.40	pws 18
14-62 Tiverton Jn.	12.47	78/83	13.32	78	15.51	51	16.21	51
16-45 Sampford Peverell	14.07	82	14.54	82	17.36	68	18.06	67
17-72 Milepost 176	15.03	81	15.50	80	18.45	71	19.18	68
19-72 Whiteball box	16.36	76/91	17.24	74/87	20.29	69/94	21.06	66/94
23-53 Wellington	19.14	82*/92	20.10	76*/77	23.06	91*/94	23.50	87*/94
28-62 Norton Fitzwarren	22.46	86	24.11	62	26.27	89	27.15	87
30-60 <b>Taunton</b>	25.48	—	27.33	—	29.23	—	30.20	—
* speed restrictions					=25 mins net.		=25% mins net.	
Edbhp on final climb :	1931 @ 77½ mph		1932 @ 76½ mph		2057 @ 69 mph		2065 @ 66½ mph.	

For the best performances were always the performances made in the West, and thither we return on the last run, in Table 10. The occasion was an incidental one: a summer Saturday evening on which I had missed an intended train elsewhere and so happened to travel instead from Newton to Truro to intercept the Eastbound night train. Few such journeys pass into record, but the locomotive was another old favourite, and its best days had not yet passed. A false start was made over Dainton, but this time Rattery Bank was taken as it should have been. The 1 in 47 was cleared at 30 mph. and the edbhp figure comes out comfortably over the 2000 mark where it belonged.

**Table 10 South Devon and Cornwall**

Loco : D.1071 Load : 12/418/450 as far as Plymouth, then 9/305/325 - 315.

m c		m s	speeds			
0-00 <b>Newton Abbot</b>		—		2-10 Keyham	6.18	40/sigs 0
1-09 Aller Jn.	2.10	42		4-11 Saltash	12.31	31/17*/68
1-74 Milepost 216	3.15	46		9-13 St. Germans	18.02	42*
2-74 Milepost 217	4.44	34		11-65 Milepost 259	21.24	55/63
3-74 Dainton box	7.35	sigs 0/42		14-46 Menheniot	24.13	52*/64
8-59 <b>Totnes</b> =15½	16.26	—		17-57 <b>Liskeard</b> =24	28.02	—
1-15 Milepost 224	2.36	34		5-09 Largin box	6.21	62/45*/65
2-15 Milepost 225	4.32	30½/30		9-08 <b>Bodmin Road</b>	10.14	—
3-15 Milepost 226	6.30	34		3-35 Lostwithiel	4.07	64/44*/67
4-50 Rattery box	8.41	40		7-65 Par	9.02	45*/61
9-07 Wrangaton	14.14	58/61		12-27 <b>St. Austell</b>	14.29	—
12-26 Ivybridge	17.50	42*/57		2-29 Burngallow	3.33	62/65/43*
16-38 Hemerdon box	25.03	pws 18/76		6-69 Grampound Road	8.28	60/69
23-09 <b>Plymouth</b> =30%	33.44	—		14-37 <b>Truro</b>	16.31	—

\* speed restrictions.

Then on into Cornwall, where speed is not a criterion in itself but a living relationship with the twists and turns of that deceptive line. The shades were gathering by this time, but the falling sun still gleamed on the locomotive sides, veering ahead of the train as we pitched and climbed. Cornwall will be the last refuge of the performance connoisseur, for it is a hard run to time but worthwhile if you can do it. 50 mph average from Bodmin Road just to passing Lostwithiel might not ring from a distance, but without exceeding 64 it was to feel the acceleration of a very remarkable locomotive indeed. It was from a distance that I was forced to bid farewell to this run, though I left the station and walked on up the hill into the night, hoping to see it charging the bank up to Redruth, it was gone long before me, too soon.



I said that the York run was for me the end, as it was in that sense, but in another sense it was also a transition, as the locomotive made what seemed a premature entry into an imaginary world where performance had ceased to matter. Several such locomotives have now entered a real world where performance is indeed no longer a criterion, and rightly so, for preservation has enough shadows to overcome already without being subjected to the same demanding black-and-white value judgements as locomotives in service. The study of performance is a lesser matter by comparison but feels more the danger that history may become obscured by the daze of sentimentality, however well-merited those sentiments might be. To anyone for whom the West itself now seems obscured for a time by the shadows, waiting for the new light which will come, I hope that other Western lovers will choose as I have done, not to forget the years of performance more shadow than real, lest the shadows ensnare us all again, but also to remember their other history the more; for we owe it to the locomotives which have given us so much to record them finally at their best.

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### **Glossary of Terms.**

Edbhp - estimated drawbar horsepower

pws - permanent way slack

Sigs - signals

The reference to "Load 10/334/355" indicates "Number of coaches/load empty/total with allowance for passengers"

The person who came in line for noting the 37 mph stagger up Brewham and the maudlin double-headed drift on the final day was me, folks. I have proof that D.1048 did not exceed 90 mph on Western Lament anywhere, and the last day totter was 87 max. between Paddington to Swansea. I gave up after the first leg.)

## **Sales Team Update**

Well, our AGM is fast approaching, and we will have a small Sales Stand at the event offering our 2026 calendars, a new "3 Westerns" print, books and other merchandise. We also hope to have copies of Bernard Mills latest book available, details below, but if not we will take orders and deliver them to you without charging P&P.

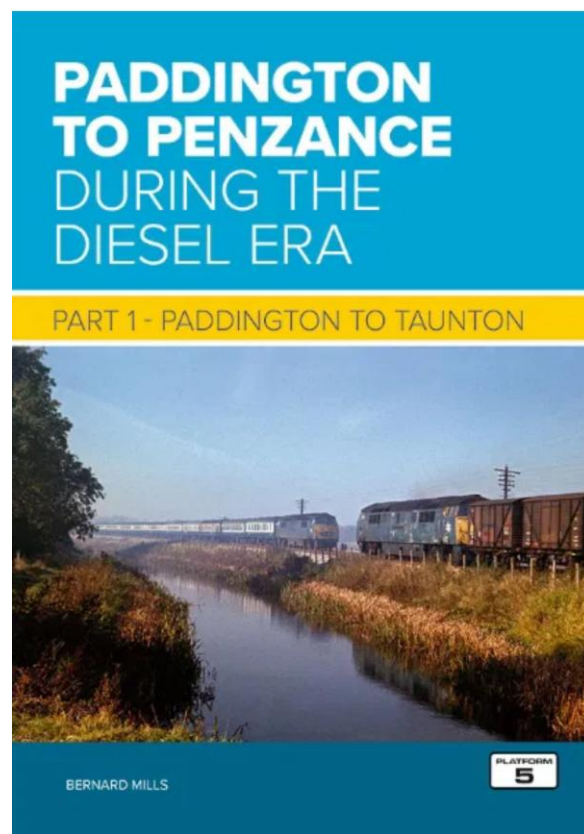
The Autumn Diesel Bash was a success for the WLA, despite the motive power being limited to Class 37's. We however kept the hydraulic flag flying and sales totalled £3,800. The Autumn Raffle raised £3,250.

The Sales Team will be out and about selling calendars for the rest of 2025. First of all, on board the train hauled by D7018 at the Great Central on 22<sup>nd</sup> November and then on-board Pathfinder's last tour on 20<sup>th</sup> December heading for civilisation in Manchester with D1015 Western Champion at the helm. Finally, if there are any left, at the Severn Valley Railway Winter Diesel Day on December 29<sup>th</sup>, travelling on the trains rather than shivering on the Kidderminster Concourse. Of course, you can secure your copy from the online store if you can't make any of those dates at

Now to that new book called "Paddington to Penzance during the Diesel Era" which follows the course of the Great Western Railway's main line from London Paddington to Penzance through a wonderful selection of colour images from the renowned railway photographer Bernard Mills. The images cover a period of more than 50 years and date back to the mid-1960s, with the primary focus being the diesel-hydraulic era of the 1970s. This first book in a three-part series explores the GWR's original route from Paddington to Taunton via Bristol and the later and more direct line via Westbury and Castle Cary.

The book is divided into three chapters, each covering part of the route: From Paddington to Reading; Reading to Taunton via Bristol; and Reading to Taunton via Castle Cary.

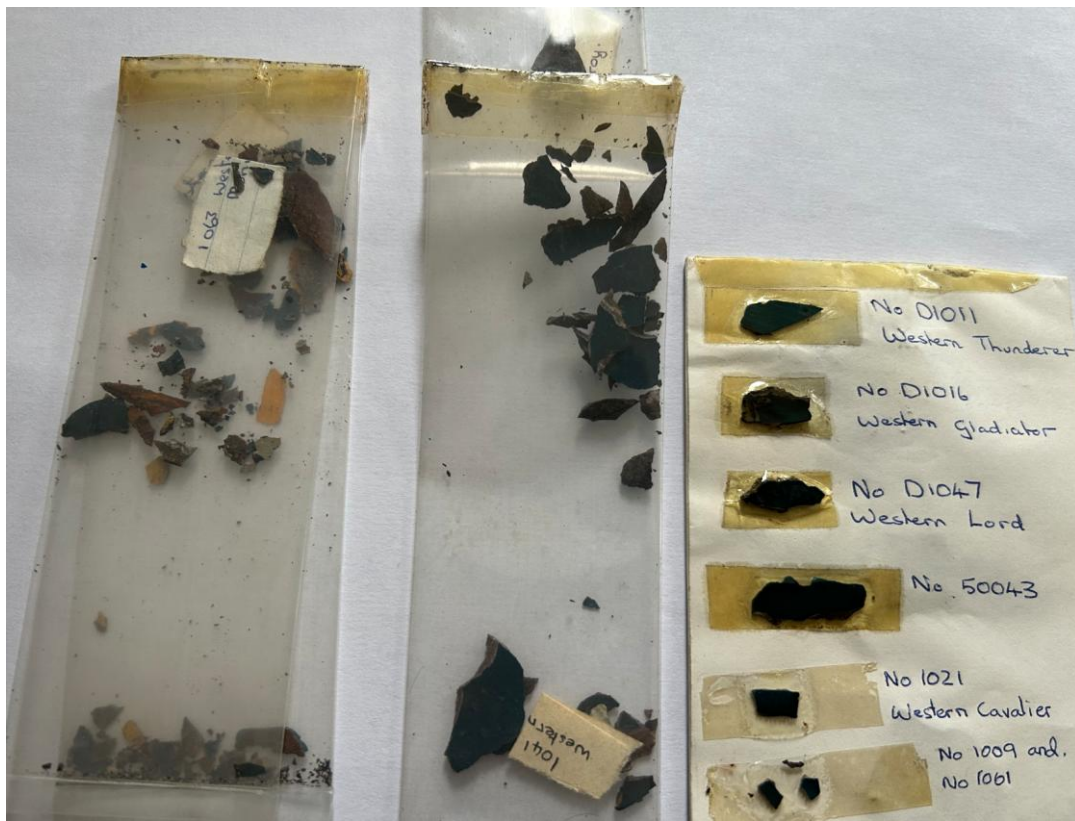
Each chapter contains a series of colour photographs taken along the route during the post-steam era. A wide variety of diesel locomotives and multiple units can be seen working between Paddington and Taunton, including the iconic Western Region Hydraulic classes. A4 size. 96 pages.



We have been kindly donated a collection of paint fragments from 11 Westerns, taken from either Swindon Works or in their final year runs in service from Birmingham New Street Station in the 70s, from the following:

- 1009 Western Invader
- 1011 Western Thunderer
- 1013 Western Ranger ( sorry )
- 1016 Western Gladiator
- 1021 Western Cavalier
- 1037 Western Empress
- 1041 Western Prince
- 1047 Western Lord
- 1052 Western Viceroy
- 1061 Western Envoy
- 1063 Western Monitor

If anyone is interested in adding these to their collections, then please contact us.

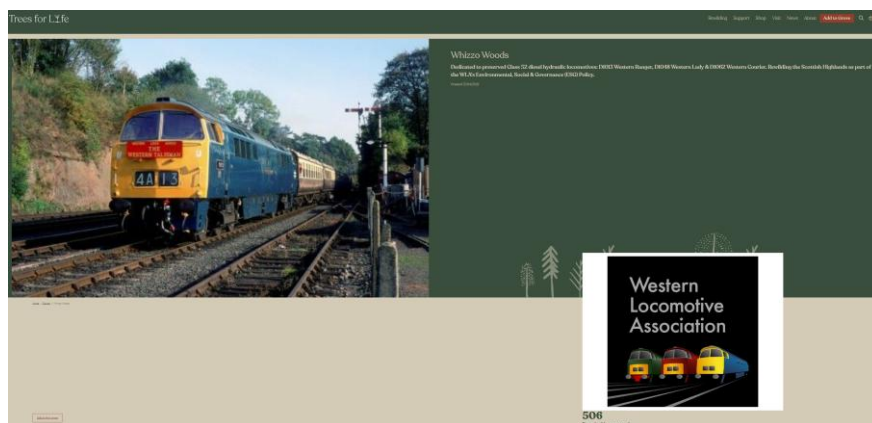




## Whizzo Woods

At the end of October, we have **506 trees** in Whizzo Woods.  
Thank you all for your continued support of this initiative.

Trees can be purchased for just £6 – what an investment, and can be found at <https://westernlocomotives.com/shop/a-tree-in-whizzo-woods/>



Whizzo Woods was first established in April 2021 with an objective of planting 62 trees a year – further details can be found at – <https://treesforlife.org.uk/groves/315992/>

## Membership News

Thank you to you all for your continued support.

Please all remember to renew whenever you receive a reminder, or at the start of the year as your continued support makes it possible to do what we do.

You can join the WLA, or renew your membership in three ways:

- Payment by Credit Card (via Stripe) from our website – [www.westernlocomotives.com](http://www.westernlocomotives.com)
- Joining with a membership form and paying by cheque (including renewal) – post to Paul Tucker, forms can be downloaded from our website – [www.westernlocomotives.com](http://www.westernlocomotives.com)
- Downloading a Standing Order Form = as above

One of your objectives is to continue to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome.

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

We are also always looking for “Working Members” to come and help us with our work on the locomotives, and with all of the other essential associated work carried out at Bridgnorth and Kidderminster – no specific skills are required to help, just enthusiasm and a good sense of humour. Of course, any engineers or railway professionals are VERY welcome.

If you are interested in helping us, please do not hesitate to contact any Committee Member or Working Member directly, or contact the WLA at [info@westernlocomotives.com/](mailto:info@westernlocomotives.com/) or contact me at [wp.finch@icloud.com](mailto:wp.finch@icloud.com)

## Book of the Month

This month covered in Sales Update!

## Media Coverage

No media coverage noted this month.

## Severn Valley Railway News – Running Dates & Events

A quiet month at the SVR, trains running at the start of the month (Half term) and for Halloween and then the Christmas Specials starting at the end of the month. **We are hoping to have D1048 & D1062 on display outside of the station for the AGM.**



< > This Month Nov 2025 ▾

MON	TUE	WED	THU	FRI	SAT	SUN
<b>27</b> Trains Running.... Autumn Half Term 14:00 - 18:30 Vintage Afternoon Tea	<b>28</b> Trains Running.... Autumn Half Term	<b>29</b> Trains Running.... Autumn Half Term	<b>30</b> Trains Running.... Autumn Half Term 16:30 - 21:00 Ghost Trains 19:30 - 21:30 Scream Train	<b>31</b> Trains Running.... Autumn Half Term 16:30 - 21:00 Ghost Trains 20:00 - 22:30 Scream Train 20:00 - 23:00 Halloween Disco at The King & Castle Pub	<b>1</b> Trains Running.... Autumn Half Term 10:00 - 17:00 Bridgnorth Station Mini Gala 16:30 - 21:00 Ghost Trains 20:00 - 22:30 Scream Train	<b>2</b> Trains Running.... Autumn Half Term 10:00 - 16:00 Bridgnorth Station Mini Gala
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b> 20:00 - 22:30 Live Music at The King & Castle - 'Vehicle'	<b>8</b>	<b>9</b>
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b> 10:00 - 17:00 Santa's Steam Specials 10:00 - 17:00 The Elf Express 13:30 - 20:30 Bewdley Lights Special Train	<b>30</b> 10:00 - 17:00 Santa's Steam Specials 10:00 - 17:00 The Elf Express

## Member's Forum & Gallery

### "Memories"

Thanks this month goes to Jeremy Kirk, who emailed with the following...

"As there's a lot of '200 year' celebrations going on, I thought I'd send you something of mine from 50 years ago! Attached are 12 photos from 1975, which you may like to put in a newsletter for others to enjoy!"

Well, here are the first 6, with the remainder the follow next month!

It's 1<sup>st</sup> March 1975 and D1059 Western Empire is seen arriving at London Paddington.



Again, 1<sup>st</sup> March 1975 and D1011 Western Thunderer seen at Old Oak Common, along with two Class 47s and another unidentified Class 52.





9<sup>th</sup> May 1975 and the Prototype HST and D1054 Western Governor seen at London Paddington



Returning to 1<sup>st</sup> March 1975 and D1059 Western Empire is seen now at Old Oak Common.





9<sup>th</sup> May 1975 and D1054 Western Governor at Paddington.



16<sup>th</sup> July 1975 and we end this month's selection of memories with D1022 Western Sentinel passing Teignmouth.





Meanwhile, Andrew Royle this month made a trip up to the East Lancs Railway, well a couple of weeks ago and has shared the following of D1041 Western Prince and 832 Warship Onslaught.







## Closing Notes and Book Ends

We close this month with a return to The Severn Valley Railway Autumn Diesel Bash and “The Boss” hard at work doing “Social Media” – or so he said!



Also present at the event, one of our resident artists, Mr Phil Hiscocks standing in front of “Western Bufferstops”





One or two people have commented recently that I have lost a little weight after my interesting summer, but I think Peter Stokes was “out of order” when comparing the spooky creature to me whilst on a trip to Bridgnorth at the Diesel Bash, or though he can be forgiven for thinking that the skeleton was wearing my black, red lined hoodie!



So, as we approach Halloween, as I prepare this e-Newsletter, although you will not receive until after Halloween, I am allowed to share this image of the WLA's very own monster collection.





If you know of anyone with an interest in the railways of the 1960s and 70s, or has a craving for anything diesel hydraulic, or remembers seeing the magnificent Westerns whilst in service, please encourage them to join us.

We are also looking for members to come and help us with our work on the locomotives, and all of the essential associated work at Bridgnorth and Kidderminster that makes what we do possible – no special skills are required to help, just enthusiasm and a good sense of humour, of course any engineers or railway professionals are VERY welcome.

If you are interested in helping, please do not hesitate to contact any Committee Member or Working Member directly, or contact the WLA at [info@westernlocomotives.com](mailto:info@westernlocomotives.com) or contact me at [wp.finch@icloud.com](mailto:wp.finch@icloud.com)

**Please keep sharing with me your photographs, memories, stories and experiences, so that they can be shared in the e-newsletter with members, keeping the e-Newsletter interesting, informative and fun.**

Next Member's e-Newsletter should be available on or around 1<sup>st</sup> December

<https://westernlocomotives.com/>

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