



Action Minutes and Officer Reports of the Western Locomotive Association Committee Meeting held face to face at Kidderminster Railway Museum and virtually via Zoom on 11th February 2026 starting at 19:30.

Actions and Matters Arising in progress from the meeting on 11th October 2025 and also outstanding and complete actions from previous meetings.

Actions from meeting on 110226	
Roger Smith and Directors	It was unanimously agreed by Committee that we should go ahead and purchase a new set of Carden Shafts. Roger Smith and the Board of Directors will take this forward.
Paul Finch, Darren Shelmerdine	A discussion took place around the SVR Locomotive Operating Agreement and with specific reference to insurance when we were visiting other railways. It was agreed that more clarity is needed although it was noted we are unlikely to visit any railways until at least 2027. At the next Diesel Committee Meeting (next year) we will ask for more clarity on Sections 11.1 and 11.2 and ask for the insurance policy there, or provide feedback and agree once asked again.
Darren Shelmerdine	It was noted as part of Sales and Fundraising discussions that it will be the 50 th Anniversary of the final Western Railtour (Western Tribute) on 27 th February 2027. The plan is to have Western Ranger overhaul completed but we need to understand if the railway or the DTG have anything planned, the latter possibly a mainline railtour but nothing is understood to be planned as yet. DS will progress discussions with the SVR and DTG.
Actions from previous meeting on 11025	
Paul Finch	PF updated Committee that he had encountered increasing issues when sending out the monthly E-Newsletter whereby his email provider would block sending out from very large distribution lists. Committee agreed that PF could set up an email application (with reimbursed costs) that would support sending out the E-Newsletter and any other correspondence the WLA needs to send via email. ACTION: PF to progress selecting an appropriate email management application. UPDATE 110226: not an issue now and closed.
Roger Smith	Committee discussed and agreed that the key items to progress on D1062 ASAP are the equalising beams investigation and transmission. All the other tasks need to be managed around these two items, whilst also progressing work on D1013s overhaul. We need to as a minimum have an engineering meeting ASAP to agree a plan and next steps to have the best chance of D1062 being ready operationally for the 2026 running season. ACTION: RSS to organise an engineering meeting with all key parties after the AGM but before the end of November. UPDATE 110226: no meeting has taken place as yet. Work on D1062 and D1013 is progressing well so we are reasonably satisfied things are heading in the right direction. We are now sending regular emails plus WhatsApp messages out to Working Members. Keep under review.
Paul Finch, Mark Perry	As part of PB Sales Officer Report it was duly noted that there had been no interest shown in the Sales Officer role that will become vacant at the AGM in November 2027 when PB retires from Committee. ACTION: PF and MP to continue to publicise the role with emphasis around it will be a team effort with certain sales tasks like the online shop, calendar, and raffles to be progressed by members

	<p>of the sales team and not the Sales Officer (who will sit on Committee as lead).</p> <p>UPDATE 110226: David Hewell has agreed to take on the role from 2027 and Paul Northcott will take on the role of managing merchandise. Invite David Hewell to our next Committee Meeting in July.</p>
<p>WLA Board of Directors</p>	<p>A discussion took place regarding the current situation relating to our Charity Officer position. As previously communicated with Committee unfortunately Jon Aston handed in his resignation with immediate effect in March due to continuing ill health. It goes without saying that best wishes and support from all at the WLA have been passed on to Jon, his wife, and family at this difficult time. It does leave us in a rather precarious situation with our current outstanding Gift Aid claims, and in particular with our 2020-2021 submission deadline of 30th September 2025. Directors have decided to take on the Charity Officer role with immediate effect and Ian Clayton has applied to HMRC for himself and Paul Finch to be Responsible Officers registered with HMRC (not Roger Smith was already registered with HMRC as a Responsible Officer). This will enable us to understand whether Jon Aston did submit the 2020-2021 submission as we did not receive confirmation, and if it wasn't submit ourselves along with 2021-2024. Ian Clayton is in contact with Jon's wife to locate both electronic information and paperwork relating to the Charity Officer role and HMRC. Overall Directors felt with no handover possible from Jon and this being time critical it was not fair to appoint someone new to the role at this stage. We have currently got three interested parties, two of which have registered an official application. We agreed to Propose from Committee the two official two registered parties at the AGM in November and review any others than come in before. The candidates will need a Secunder from wider Membership who are not on Committee.</p> <p>UPDATE 111025: two candidates are being put forward for the Charities Officer role at this year's AGM. IC has organised for our HMRC account to be transferred to himself in the meantime which has allowed Roger Smith (with the help of son James with the technology) to do some sterling work and submit all of our Gift Aid returns up to September 2025. We now have interacting spreadsheets that allow this process to take minutes instead of days for each year's submission. This has led to ~£16k from HMRC into our back account in the last couple of months, a significant amount of money. For an Association of our size we are probably one of the most advanced in being able to do our Gift Aid with efficiency. A vote of thanks to Roger and James Smith for all his efforts progressing this for us. We will invite James to Christmas meal. Vote of thanks also to Ian for sorting our HMRC account out which we now have full control of with the resilience of 3 Directors (Roger, Paul, and Ian) having access.</p> <p>UPDATE 110226: Directors made a decision before the WLA AGM in November 2025 that, based on the fact that we have streamlined our Gift Aid application process so it takes minutes not dates, one of the candidates was pulling out of the running for the Charities Officer role due to personal life challenges, and it was thought the other may do similar, that we would postpone electing a Charities Officer on this occasion. This was because due to efficiencies made the role would not be as challenging and may not be needed anymore. We agreed we can knock this role on the head from now. RSS to share the process of doing Gift Aid with IC, PF, and JS, and share the notes that JSm.</p>
<p>Lyn Jones</p>	<p>An update from Lyn Jones was provided to Committee before the meeting regarding the facilities at Bridgnorth (see below agenda item 5). We need to get a new stove installed professionally and following SVR fire safety guidelines. We need to request through the SVR and get a quote from a company for the stove and flume before contacting them. ACTION: LJ to liaise with Bridgnorth Working Members to ask</p>

	<p>them to get a quote for a new multi-fuel stove and flume to bring to Committee.</p> <p>In matters regarding the water supply at Bridgnorth Working Members now have a manual process of filling a water butt which they are happy to continue. It is unlikely we will get the water supply reinstalled.</p> <p>It was also raised that we need to provide easier access for other Working Members to locked facilities at Bridgnorth. ACTION: LJ to liaise with Working Members on getting a secure lock box fitting at Bridgnorth.</p> <p>UPDATE 111025: stove was installed on 7th October 2025 and we have a fire safety certificate. Working Members at Bridgnorth decided it was best to manage keys for the facilities here by organising between selves, there is usually someone around who can let other Working Members have access as long as advanced notice is provided. LJ is progressing the door locks for Bridgnorth Workshop and will contact a company who specialises in Multi Lock doors that she has found in Willenhall in the near future.</p> <p>UPDATE 110226: LJ has progressed and cost is £40-70 depending on option chosen. DS was keen to get a quote for whole doors as they are getting battered at the bottom. LJ to ask if the company can come out and fit the locks with ten keys, and get a quote to share with Committee. Multi-fuel stove is installed and working well. The safety certificate has been shared with the Fire Safety Officer.</p>
<p>WLA Board of Directors</p>	<p>A discussion took place regarding missing safety critical paperwork. There may be mitigations we can put in place but ultimately we have to adhere to signing off safety critical maintenance works. As it stands currently we cannot return D1062 to traffic without signoff on current and missing safety critical work. We need to make sure nothing like this happens again with good management processes put in place and adhered to by all. ACTION: This will be further discussed at Board Meeting on 19th February and Working Members Meeting on 15th March.</p> <p>UPDATE 120725: whilst some paperwork and been found or replaced, there still remains outstanding safety critical paperwork to find or recomplete. This must be done before 62 travel dead in tow on the mainline. DS is half way through replacing the paperwork but has also discovered A end transmission is not creating oil pressure when the engine is off on one engine on the railway. Further investigations are needed which has meant 62 cannot travel to Rail 200 due to the risk.</p> <p>UPDATE 111025: DS is progressing this matter which is around 50% complete. RJ has offered to assist DS with updating all of the paperwork. DS has also put forward the idea of having some draws in TMD to keep our paperwork in so all have access.</p> <p>UPDATE 110226: whilst most paperwork on A end bogie can be updated whilst 62 is lifted, there will be holes still on B end. The second part of the problem is the torque wrench was not calibrated correctly and we are not certain the cardan shafts will be torqued correctly from 2020. We can sort A end bogie whilst 62 is lifted and cover B end bogie as and when the loco is lifted again. May be able to do this if we replace out on the carden shafts. We will be able to do an engineering assessment on the carden shafts and equalising beams. Yearly maintenance and balance exam has shown no engineering issues so far, which shows we are carrying due diligence along with sample checks with calibrated equipment. RJ has asked DS for the torque wrench calibration tool failure report but it has not been provided, and if RJ can assess that this is within tolerance, we</p>

	<p>may be fine with B end bogie. Committee agreed that RJ will get the torque wrench sent off that failed for further testing.</p>
<p>Mike Tromans, Roger Smith</p>	<p>MTr raised concerns that the facilities at TMD for Working Members are very substandard and unfit for purpose, and is contravening working directives on health, safety, and wellbeing. MTr to consult with other Working Members to write up the issue to send to RS and then forward on to Jonathan Dunster as General Manager for awareness and action.</p> <p>UPDATE 121024: this was raised with the SVR and there is no money available. If we wanted it to progress we would have to organise contributions to design and put a proposal and bid into SVR Guarantee Company. MTro to progress some conversations and see if we want to lead on something.</p> <p>UPDATE 120225: MTr has had correspondence from all the diesel groups at TMD regarding facilities. Collating and will send to RB and CB. No timescales currently but need to consider if the diesel groups will contribute to the building of the facilities. May get held up by the embankment failure and needing to prioritise fund the repairs.</p> <p>UPDATE 120725: meeting this week but MTr didn't attend as Chris Bond was not attending and he and DS had a conversation with Roland Bull. Plans are progressing and being put forward to the working group. This will incorporate the existing building as those involved and making decisions seem keen to keep the original building as it is one of the few original buildings.</p> <p>UPDATE 111025: progress has been made with 3 meetings since our last Committee Meeting in July earlier this year. There is funding available but it may be that groups have to partially fund. Plans have been drawn up. Chris Bond will be sorting out the excavation of the bank next to the foot bridge to make space for the new building.</p> <p>UPDATE 110226: update from the Diesel Committee is that they don't know which way to go, and action out of the meeting who wants to be involved, with some smart objectives on progress, with an update expected in 3 months time with James Gregory taking the lead on looking at what other railways are doing. RJ stated his unhappiness with the latest situation which is we only have a port aloo. MT to reach out to Chris Bond on progress.</p>
<p>Roger Smith, Lyn Jones.</p>	<p>IC reported that a Member had come forward suggesting apprenticeships as a way of attracting newer younger working members. It was noted that the youngest attendee at the recent 50th Anniversary was mid 40s and we should do more to encourage younger generations to get involved to keep our locos going for future generations. Other ideas had been brought up at last year's AGM such as offering a one of younger membership for kids that lasts until they are 16 (82045 group have a one off £150 kids membership until 18 instead of yearly renewal, ties them in during their younger years). Also the idea of more short videos of interesting work going on and posting on social media including YouTube/TikTok. RS, DS to talk to RB and SVR Liaison Office about tapping into SVR Apprentices (Junior Club) or associating it with our own WLA Junior Club if we decided to set our own up.</p> <p>UPDATE 060724: RS did some research and it is a lot of work to set up logistically. MT offered to look into this and some ideas. Need to attract youngsters when they are old enough to work on the locos post 16 years old. DS suggested having a word with the VLO and advertising the WLA are available for youngsters to work on locomotives in the future. Could give them a free Membership for a year. Ask LJ to make a word with the VLO and make us more visible for youngsters coming through the ranks. There are a lot of youngsters turning to the DTG for volunteering currently.</p> <p>UPDATE 121024: offer Junior Membership (U18s) for £1 in 2025. Announce at the AGM. MTro progressing social media.</p> <p>UPDATE 120225: it was noted we now have 16 Junior Members since the AGM which is up from a couple. From 2020 our Membership has</p>

	<p>gone up by 129%, most of which will have been in the last couple of years. MTr is progressing social media channels.</p> <p>UPDATE 120725: some marginal success as we now have 22 Junior Members up from 16. A discussion took place as to whether we could offer engineering placements with students or Universities say 1 day a week for 6 weeks. MTr offered to support with his education background. MK offered to talk to the SVR Junior Club at Bewdley whether there are any individuals who would welcome experience working on our locos. We need to manage tasks for all Working Members including Juniors as we've had people turning up and not having anything to do or not knowing what to do. We need to have whiteboards and a spreadsheet of managing tasks and work with DS to support him. RSS to reach out to Jonathan Dunster regarding sending an invite to Francis Bourgeois to further enhance our publicity on social media.</p> <p>UPDATE 111025: RSS has contacted Jonathan Dunster and Lesley Carr and Lesley has passed on RSS contact details to Francis Bourgeois. We have heard nothing back as yet. MP has progressed the whiteboards in the TMD which has been working well for basic maintenance tasks with completion date requirements for all Working Members. MK has progressed organising the SVR Junior Club to work on scrapping the bogie frames and they will be monitored constantly by MK (who has a SVR DBS) for both safety and also what can be worked on engineering wise.</p> <p>UPDATE 110226: no progress with Francis Bourgeois after the SVR passed on RSS details, so we will try to pursue at a future gala if we seen Francis. MK will progress with SVR Junior Club once the bogie is out, the main components removed, and we have a date.</p>
<p>Roger Smith, Peter Bamber</p>	<p>It was noted by IC that we need to be very careful sending Members personal data around by email, and storing on personal devices. As a minimum any spreadsheet or document holding Members personal details needs to be password protected. Ideally we would store all WLA documents, including those holding personal membership details on an encrypted secure server. Committee would then access this and not keep membership personal details on personal devices or send to each other by email. RS will liaise with Steve Ashdown about secure encrypted storage for all our documentation including secure storage for Members personal details.</p> <p>UPDATE 280224: RS is progressing with SA regarding Google Drive but there are a few snagging issues to run through.</p> <p>UPDATE 060724: storage is now set up. Those who have been given access have been sent an email to try accessing.</p> <p>UPDATE 121024: RS has now completed the online membership database which means we have online secure storage and Committee access to the majority of our Memberships details if they have provided an email address. It should be noted there are around 30 Members who have not provided their email address and therefore we still have a manual offline spreadsheet that needs to be kept updated for WLA correspondence. PB to add this to secure storage on our website. A massive thanks to RS needs to go on record for progressing and completing this one as it was a massive job.</p> <p>UPDATE 120225: progressing. IC to check with PB as to whether he has been able to upload the postal only Members onto our WLA Google Drive.</p> <p>UPDATE 120725: PB has had a go a few times to upload the Membership spreadsheet but can only get them on his own drive. MTr to talk to his wife who understands the technology to support PB.</p> <p>UPDATE 111025: PB and MTr have progressing this matter and now the Membership spreadsheet for those with no email addresses is now safely stored on our Google Account within the Sales folder. If anyone wants access to the Google drive for Committee Members and Directors we will need to request access</p>

	<p>through Steve Ashdown. Committee and Directors are advised to not send any personal and confidential information now via email. Any personal or confidential information should where possible be stored on a Google drive and accessed by Committee and Directors. RSS has organised a Fraud Prevention solution with SA to mitigate cyber attacks on our Sales site. UPDATE 110226: complete and closed.</p>
<p>Ian Clayton, Jonathan Sandiford.</p>	<p>The WLA Board Proposal to the SVR Board and WLA Committee regarding the WLA taking ownership of D1048.</p> <p>ACTION: IC and JS to produce wording of AGM proposal and proxy to amend our Memorandum of Association to include D1048 so it is ready to go out straight after the SVR Diesel Gala. We will also look to send by email to those who have a registered email address and only send postal copies out to those who we do not have a registered postal address.</p> <p>UPDATE 071023: IC and JS progressing the logistics around what needs to be progressed to update our Memorandum of Associations by way of a resolution to our Membership. After further research and investigation it has been found we have to gain written agreement from the Charities Commission to amend our Articles of Association, which our Memorandum of Association is now part of as part of the Charities Act 2006. Once we have agreement we can then put the resolutions to our Membership through an EGM or AGM. We have agreed this is just not possible to put to our Membership at the AGM in November in the timescales available as we need to give 28 days' notice to our Membership let alone getting agreement from the Charities Commission. As we have also noted further changes to our Articles of Association may also be needed from a Membership perspective, we are going to put a resolution to Membership including the previous vote last year again and any new additions needed, and the resolution of adding D1048 to our Articles of Association as per D1013 and D1062. This will require 75% of the Membership vote for (those in attendance or voting by proxy) to be passed.</p> <p>UPDATE 280224: ongoing. Will be progressed in spring with appropriate wording put forward to Membership vote for updating our Objects and Articles of Association. This will be in the form of a future working locomotive for paperwork purposes. Also need to incorporate other necessary changes identified previously and help on current draft Articles update, as well as changing our Membership year as flagged by PT at our last meeting.</p> <p>UPDATE 060724: ongoing. IC has sent JS all relevant paperwork (e.g. new type up of Articles and Memorandum by PF to add additions to, previously suggested changes put to our Membership in 2022). This will need ratifying by Board and Committee before advising the Charities Commission of our intentions for approval. We will then be able to send out to Membership for resolution at this years AGM in November. We agreed to keep to Western Class 52 locomotives. JS to finalise paperwork by the end of July for Directors and Committee to ratify.</p> <p>UPDATE 121024: the updates to our Articles and Objected were complete during July. This included the introduction of D1048 and any other Western locomotive into our Objects. IC contacted the Charities Commission at the end of August to clarify how we notify them of significant changes to our Articles and Objects to be told that usually a couple of weeks turnaround was now taking on average 3 months. Directors and Committee were informed and we have agreed that IC will progress with the Charities Commission approval ASAP to be ready to progress putting the changes to our Membership at the 2025 AGM.</p> <p>UPDATE 120225: progressing. Charities Commission have been updated online as to the updated wording we are proposing to our Membership. We also need to consider whether we change the</p>

	<p>wording in our Articles around Quorum for meeting attendance and proxy voting.</p> <p>UPDATE 120725: separate agenda item to discuss later in the meeting. See agenda item 6 below. ACTION: JS to update the proposed changes both in the full document and the changes only document to be ready for review in the next few weeks.</p> <p>UPDATE 111025: IC and JS working on the paperwork for the AGM which is almost complete and includes a Notice of AGM with included wording of Special Resolutions to change our Objects without our Articles of Association to include D1048 Western Lady and any other Western locomotive we wish to include in the future. It is nearly all complete and the final documentation will be circulated early week commencing 13th October. MP offered to print and send out to the 30 Members who have not provided their email addresses.</p> <p>110226: two special resolutions were passed at our WLA AGM November 2026 including the addition of D1048 and any other locomotive of that class to our Objects within our Articles of Association. The other Special Resolution was some specific changes to our Articles of Association to modernise them and bring them up-to-date with how we are running the WLA. Since the AGM IC spent around two months attempting to get everything updated at Companies House portal only for the various documents requested being rejected, even when following their updates call centre guidance after multiple phone calls. A very frustrating and time wasting process but I am pleased to report that everything is up-to-date on Companies House and can be viewed here https://find-and-update.company-information.service.gov.uk/company/03873466/filing-history One final request has gone in manually to their head office in Cardiff which is the email approval from the Charities Commission which will be manually uploaded electronically.</p> <p>This action is now completed and closed. A vote of thanks is noted for IC and JS.</p>
Darren Shelmerdine	<p>Agreed that due to an incredibly busy running season any opportunity to run bespoke OBBO trains will need to wait for the 2023 running season. However it may be possible to get an OBBO on a service train. Still planning for an OBBO to celebrate the lives and dedication to the WLA of Greg Heathcliffe and Henry Coates.</p> <p>UPDATE 071023: prioritise Henry and Greg OBBO for 2024. DS to liaise with the railway regarding an OBBO on a service train in memory of both. Then organise an OBBO only day either in 2024 or 2025.</p> <p>UPDATE 280224: DS planning for an OBBO charter for early July 2024.</p> <p>UPDATE 060724: will now need to be planned in 2025.</p> <p>UPDATE 121024: discuss at February 2025 meeting.</p> <p>UPDATE 120225: discuss at the February Board Meeting on 19th February. Was discussed at the Diesel Committee and a heavy discount was provisionally agreed at around £2000.</p> <p>UPDATE 120725: due to many competing factors such as competing priorities with loco operations and maintenance, and also Hampton Loade to Bridgnorth being closed (at the time of our last Board Meeting we did not know when the line would open again), the Board decided to postpone until 2026. The idea of Western Memorial was put forward to remember those Committee Members and volunteers who had sadly passed away over recent years (Chris Shields, Henry Coates, and Greg Heathcliffe).</p> <p>UPDATE 111025: progress this one in February 2026.</p> <p>UPDATE 110226: progress this month. Support from RSS, PF, and PB to organise with rates agreed at the Diesel Committee. Will need to wait for the operating dates. The 46 group pay £2000 +VAT for the OBBO which includes fuel but no mileage paid.</p>

	Closed actions from previous meetings
	Separate log kept for reference. Available on request.

1. Welcome

Present: Roger Smith (Chair and Director), Paul Finch (Vice Chair, Publicity Officer and Director), Ian Clayton (Company Secretary and Director), Marty Kent (Ordinary Members Officer), Paul Tucker (Membership Officer), Robin Jones (Maintenance and Standards Engineer), Mark Perry (Editor), Mike Tromans (Fundraising Officer), Peter Bamber (Sales Officer), Lyn Jones (Working Members Officer), Jonathan Sandiford (Legal Officer), and Mike Targett (Treasurer).

2. Apologies for absence

IC

Darren Shelmerdine (Engineering Project Coordinator). Arrived towards the end of the meeting as was travelling back from TMD following further work on 62.

3. Actions from last meeting

IC

Provided above with ongoing actions from previous meetings as well as new actions from this meeting. Please continue to update Ian Clayton on any progress or completion of actions.

Approved Committee Meeting Minutes 111025

Proposer: Marty Kent

Seconder: Mark Perry

All Committee Members present at the meeting approved the minutes.

4. Chairman's Report

RSS

1. Opening Remarks

Following another successful year in 2025, we were able to report to our Members at the AGM that D1062 had achieved 100% availability, made solid progress with D1013's bogie project and engine rebuild, found that D1048 was in better condition than many of us imagined, introduced new style membership cards, brought our Gift Aid submissions up to date, achieved an all-time record with our income and profit, and increased our membership to over 630 members. The Membership then approved our changes for updating our Articles of Association, which ended a year that would be difficult to beat in 2026!

The good news is that the start of 2026 has been action-packed with some aspects of the Winter Maintenance work started on D1062 and, almost incredibly, the overhaul of D1013's "B" end bogie nearing completion, with "A" bogie being prepared for loco lifting, ready for the second major stage of the overhaul project. In addition, our two 538 MTU engines are due to arrive at Kidderminster TMD on the 11th February, where it was decided to hire a road crane to off-load the engines, to be placed by the turntable in outside storage, where the engines can be stripped insitu. Although this was not quite as planned, it was an easier solution to the TMD being short of space and with road access works taking place, which just goes to show that "a problem well-stated, is a problem half-solved!"

During January, an updated email distribution list was compiled for Working Members, where a reminder of what needs to be done was sent out, based on information provided by Darren and Robin, which was as follows:

D1062

- Inspection of bogies

- Oil change on “A” end transmission
- Replace fuel filler valves
- Change fuel filters
- Clean fuel strainer
- Clean cooler groups
- Clean all air intakes & filters
- Replace decompression valves on both engines
- Overhaul fuel pumps
- Cab repaint and general refresh of bodywork
- Air reservoir hydraulic test
- Air system recommission
- “A” end bogie D/A side compensating beam change (loco lift required)
- B1 Balanced Exam to be completed

D1013

- Remove Roof Panels, remove & replace roof bolts
- Remove broken boiler room window & frame, prepare for welding
- Prepare “B” end of engine fitting, refit and reconnect D1056 engine
- Complete Turbo project for D1056 engine
- Continue bogie work for both bogies
- Many other jobs to be listed (TBA)

Just recently, our Guidance Notes for Volunteers have been updated, following a review by the Board and Management Committee, which now includes a Social Media and Artificial Intelligence (AI) Policy, which has since been uploaded to our web site at:

<https://westernlocomotives.com/guidance-notes-for-volunteers/>

Following a great deal of effort to update our WLA Driver’s Manual in A4 format, this has now been taken a stage further to produce in a much more manageable A5 format, complete with additional photographs which should not only be a useful document for Drivers and Secondmen, but should also appeal to enthusiasts too, as an item to sell from our sales stand and on-line shop. Subject to agreement, we could consider providing a free copy to anyone attending one of our DFE courses. A draft copy is available to see at:

<https://westernlocomotives.com/a5-wla-drivers-manual-draft-2/>

2. Financial Update

Although a Board Meeting has not been held recently, Mike Targett has kept us up to date with our finances, which still remain in a strong position, with cash at £237k and unrestricted funds at £121k. Although there will always be items cropping up for financial approval, we have to decide whether or not to purchase a set of cardan shafts for “A” end bogie of D1062 (actually to replace a set earmarked for D1013!). Basically, we have a quotation for £28,183 but with £4,850 allowed for a cardan shaft purchase in our Budget, this would mean reducing our unrestricted funds by (only!) £23,333 to £98k.

A new set of cardan shafts would be a great asset for D1062, particularly as the current set on “A” would make a good spare set anyway. In a way, we are lucky that we can still acquire these shafts and that the lead time is “only” 4 months, which would allow the bogie project for D1013 to progress unhindered as the set ear-

marked for D1013 could be used for D1062, whilst the replacement set is placed on order.

The end result is that both D1013 and D1062 will have received completely new cardan shafts on all four bogies, plus a reasonable spare set placed in store. A final decision on the purchase, however, now needs to be made.

The current budget has remained unchanged as follows:

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

3. Proposed SVR Locomotive Hire Agreement

We have recently received the attached proposed (updated) Locomotive Hire Agreement which is a vast improvement on what was proposed to us a year ago but never agreed to. The SVR have (surprisingly) included most of the items that we suggested being included, which now more or less reflects the current Agreement for D1013 & D1062 (copy attached). There are however a few points raised by Jonathan Sandiford and therefore, this subject will be placed on the agenda for discussion. The next Board Meeting is due to be held by Zoom on Thursday, 26th February (an important anniversary date!).

Thank you!

RJ advised that the main risk of cardan shafts is finding a supplier, if we have money and can find a supplier then it is the right strategic decision in the long run as we may not be able to get them made in the future. Committee voted unanimously in favour of the purchase. RSS and Directors to take this action forward.

5. SVR Locomotive Hire Agreement

RSS

A discussion took place as to whether we are in agreement in the new locomotive hire agreement.

JS – pertinent to get the SVR insurance policy for reference around being insured when we go to other railways, or the other railways insurance policy if the SVR say we are to be insured by the visiting railway once on Network Railway. In recent history the visiting railway has covered us on their railway and the train operator on Network Rail has covered our insurance whilst in transit. At the next Diesel Committee Meeting (next year) we will ask for more clarity on 11.1 and 11.2 and ask for the insurance policy there, or provide feedback and agree once asked again.

6. Fundraising and Sales Plan

MTr/PB

Possible ideas were discussed around D1062s 50 year purchase anniversary on 4th November 2026 with potentially having 62 in the bay at the AGM on 14th November with engines running. However priority must focus on 13.

Main act will be the 50th year anniversary of the Western Tribute rail tour on 27th February and having 13 in service. DS to progress discussion with the SVR and what we do will need to align with anything else being planned around this (e.g. potential 15 mainline tour – nothing confirmed as yet).

7. Officer Reports

All

Vice-Chairman and Publicity (PF)

As we enter the 2nd month of 2026, our winter maintenance work on both D1013 and D1062 is in full swing, with essential work being carried out on both locomotives – this work being essential if we are to see D1062 returning to traffic this spring and even more importantly, if we are to see D1013 return to traffic next year for the big 50th Anniversary Event. And of course, not forgetting the ongoing investigations and continued great progress on D1048.

Work currently underway includes:

D1013

- ✓ Remove Roof Panels, remove & replace roof bolts
- ✓ Remove broken boiler room window & frame, prepare for welding
- ✓ Prepare “B” end for engine fitting, refit and reconnect engine
- ✓ Complete turbo project for engine
- ✓ Continue bogie work for both bogies
- ✓ Many other jobs to be listed (TBA)

D1062

- ✓ Inspection of bogies
- ✓ Oil change for “A” end transmission
- ✓ Replace fuel filler valves
- ✓ Change fuel filters
- ✓ Clean fuel strainer
- ✓ Clean cooler groups
- ✓ Clean all air intakes & filters
- ✓ Replace decompression valves on both engines
- ✓ Overhaul fuel pumps
- ✓ Cab repaints and general refresh of bodywork
- ✓ Air reservoir hydraulic test
- ✓ Air system re-commission
- ✓ “A” end bogie D/A side compensating beam change
- ✓ B1 Balanced Exam to be completed

And let’s not forget the imminent arrival of our two MTU 538 engines whose progress we have been tracking as they have journeyed from India to Southampton.

The last three months has also seen some good ongoing PR as follows :

Press Coverage

Coverage in the railway press continues - editors continue to receive every month a copy of our e-Newsletter and continue to support us – we are still considered to be the most open and communicative preservation group in the industry – and will continue to try and do better.

This quarter we have received twelve pieces of coverage that we are aware of, as follows:

Railways Illustrated – December 2025

Activity Updates on both D1013 and D1062

Trackside – December 2025

Westerns off the Beaten Track – Calendar Reviews for both WLA Wall and WLA Desktop Calendars

Railways Illustrated – December 2025

Westerns off the Beaten Track Calendar Review

The Railway Magazine – December 2025

SVR Fleet sees Winter Work begin as Operating Season ends – coverage of both D1013 progress and D1062 planned maintenance

Railway Magazine – January 2026

Western Calendars Review

Railway Express – January 2026

Progress on Western Lady Assessment

Heritage Railways – January 2026

We were featured in an article called “Happy Valley (with careful planning)” – an article in which Owen Hayward interviews Jonathan “Gus” Dunster

Railways Illustrated – February 2026

Christmas comes early for the WLA – but delivery is delayed

Trackside – February 2026

Western future secured with replacement engines

Trackside – February 2026

The Western Locomotive Association is the countries first diesel preservation group to go carbon neutral

Railway Herald - Issue 931 – February 2026

Western Locomotive Association acquire additional power units

Rail Express – February 2026

February 2027 return for Western Ranger

Whizzo Woods

At the end of January, we had **542 trees** in Whizzo Woods, another great increase of nearly 50 trees since the last update – but a long way to go to achieve “D1000” trees. We are determined to get there and we will be even more “enterprising” this year with our initiatives!

e-Newsletters

The monthly e-Newsletters continue to be well received and contributions from Working Members and WLA Members continue to be received.

However, please keep your contributions coming as your support is needed in order to keep the e-Newsletter interesting and informative.

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

Just one presentation this quarter, on Wednesday 5th November, to the Reading Transport Group – who received “The Highs & Lows....”

A great turn out of nearly 30 members who enjoyed the WLA story – from 1976 right up to today.

Already in 2026, we have bookings to present to The LCGB Dorking Branch on Tuesday 10th February 2026 and to The Wells Railway Fraternity on 8th September 2026.

We are still following up on a request to present to a Masonic Lodge in Bristol – is this a potential new target audience?

Heritage Railway Association

Follow up from the Heritage Railway Association has been disappointing as we were due to feature on their next publication, but nothing has been seen yet. Follow up with the HRA to be actioned.

Pop Up Banners

Still planning to produce new banners over the winter for D1013 and D1062. And thanks to Paul Northcott for producing our new WLA flag banner for 2026! (see next page for picture)



Auction

This month, we have put up for auction, the headboard carried by D1062 on her 50th birthday – fingers crossed this will raise additional funds for the WLA.

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ATTENBOROUGH 3757	THE KINGS SHROPSHIRE LIGHT INFANTRY	6G 83A	6G 83A	Lisa
KINGS STATION 5379	TRYFAN	8G 84B	8G 84B	Kirsten
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6659	THE MID-DAY SCOT	25F 89D	25F 89D	
32519	WADEBRIDGE	41H 50A	41H 50A	
44861		50D 71000	50D 71000	
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And finally, let's not forget our Christmas Celebrations.....



Treasurer (MT)

Our financial position at 07.02.26 is as follows:

Cash: £237,960

Budget: (£71,300)

Contingency: (£30,000)

Available: £136,660

D1013 bogie appeal: £6,901

D1048 appeal: £8,072

Unrestricted: £121,687

Many thanks

Engineering Project Coordinator (DS)

Firstly please accept my apologies should I not make it to the Meeting or arrive late. Hopefully I'll be on my way back from Kidderminster following the delivery of the two 538's from India.

It's been a busy start of the year already with lots going as per my updates. I've been trying to update the Working Members as much as possible via the WhatsApp Group with both work that's happened and planned work for the following days and weeks

Ranger is almost ready to be lifted and have the Bogies swapped for further work. "B" Bogie will still require an amount of setup once "A" Bogie is completed. The intention being to do both at the same time. In theory the work on "A" Bogie shouldn't take as long. The intention is to have Ranger ready for Traffic by Friday 26th February 2027, a rather important 50th Anniversary.

Unfortunately as I reported late last year, 62 will need to be lifted due to a shifted Equalising Beam. Not what any of us wanted this winter, to be carrying out major work on 62. The Air Receivers also need their 10 year inspection. These are being removed and I've spoken to the SVR today about coordinating this.

Is the return of Ranger ambitious, yes, but I feel that as a team we can achieve it and the Anniversary is the right date to aim for. I'm yet to approach the SVR about an event, but I will be doing. I'm sure that the sales team are already considering special merchandise for the Anniversary and Ranger's return.

As yet, I've not received any operating days for the season, though Courier's first booked outing is likely to be the Gala.

The assessment on Lady continues. I really need to catch up with Mike and Mike on their progress.

Thanks for your support and hope we can all give that little extra to get Ranger finished.

Maintenance and Standards Engineer (RJ)

A brief update on 1013's bogie overhaul concludes my report this month whilst steady progress with 1062's winter maintenance continues apace:

The overhaul has reached the final stage of assembly following installation of the compensating beams, intermediate gearbox & primary springs. All of the brake cylinders have been piped-up & brake linkages connected making the bogie mobile again. A couple of issues requiring further attention are renewal of no.5 F/Drive pinion cover bolts due to fatigue failure & monitoring of primary spring deflection which is causing some concern.

After levelling the compensating beams & initial adjustment of primary springs, it became evident that the spring deflection (camber) appears to be excessive compared to the original springs, whilst it was also noted that the spring hanger adjusters required far less effort to adjust. In my opinion, Owens springs appear to be too soft and may not conform to OEM specification. Furthermore, it's likely that they will require further adjustment once the bogie has been fitted & given a shake-down in the yard, which may result in nominal thread protrusion of the spring hangers exceeding limits.

I've requested that the bogie is carefully monitored when the loco is lowered onto it with full axle weight applied so that a visual assessment can be made of how much further the springs deflect.

I'm sure we can discuss further during the meeting.

Membership Secretary (PT)

Renewals from offline members are underway, and I'll send emails or letters to the stragglers after a few more weeks. Current membership stands at 602 online, and, if everyone renews, 29 offline.

Sales (PB)

1. Events

- a) WLA Sales on Tour attended the Hymek Day on the 22nd November at the GCR and rode on the Pathfinder Finale on 20th December selling over £500 of calendars and merchandise whilst having fun.

2. Publications

- a) Our 2026 Calendars with the theme of “Westerns off the beaten track” sold out before Christmas and we will be donating £250 to the DTG at their AGM in memory of Steve Hampton, DTG Sales Officer who died last year.
- b) New books continue to be published one after the other and all are available from the online store. Together with the tours mentioned above and books and merchandise sold online the December total sales were nearly £2,500 – a fantastic result.

3. Merchandise

- a) Name and Number plate fridge magnets for any Western in any livery are now available at just £5 a set and one member has ordered all seventy four sets in their liveries as built.

4. Fundraising

- a) The 2026 WLA Lottery was launched on 1st February and update so far has been disappointing compared to last year. Please remember you have to be in it to win it!

5. Spreading the Load

- a) As I announced at the AGM it is my intention to step down from the Sales Officer role over the next eighteen months or so. We have a fantastic Sales Team and talking to them it became obvious that the Sales Officer role should be broken down into smaller roles and I am pleased to say that two of the existing Sales Team have agreed to take on new jobs. Dave Hewell will become Sales Officer designate and take over as Sales Officer during 2027, standing for election at that year's AGM. Paul Northcott will work with me initially to learn how the Online Store works and how we source merchandise and again take over this role during 2027.
- b) I will not be disappearing by any means, but starting to take more of a back seat after eight years during which time we have substantially increased sales and fundraising. I will continue to run the WLA Raffles and WLA Lottery and still be an active member of the Sales Team. I am delighted that John Kite has agreed to continue as our Calendar supremo, after all he has only done fifteen years so far. Our other Sales Team members will still be very much involved and we are always on the lookout for more people to join us having fun and making money for our locos.

Charities Officer (vacant)

Editor (MP)

The Spring 2026 magazine is 90% complete, it is with Colin Marsden to start preparing it for printing. There are articles from Julian Ogle on the writing of the Journey in Preservation book and from Dave and Will Langley on their DFE and membership of the WLA.

I need to complete Darren's piece on the new 538 engines, which I will do after their delivery. I am also waiting for the locomotive allocations to complete the Rolling Road section. I also want to include the refitting of Rangers bogie and 62's lift if possible. I have agreed with Colin that the final edits will be done in mid-March when I return from Australia, so if anyone would like anything else included then please let me know by 17th March latest. The magazine will then go to the printers in early April and be sent out late April, in plenty of time ahead of the Spring Diesel Gala. Plan will be a print run of 675.

The second Mike Woodhouse book is coming on well. I am working with Colin to source some more photographs and I am writing up the story of Rangers bogie refurbishment to include as well.

Secretary (IC)

No further updates other than the actions progressing above including concluding the updates of our Articles of Association with Companies House.

Fundraising Officer (MT)

Please see below an overview of progress so far with next steps planned.

UPDATES IN BOLD TEXT.

1. Crowd Funding.

WLA crowd funding account has increased from **£2667** in October 2025 to **£3209** raised so far with ongoing monthly pledges up from **27** supporters, the gift aid proportion of this that currently stands at **£776.25** an increase up from February at **£176.25**.

Information from Crowdfunder site.

When will I receive the money pledged on my project?

I want to withdraw my funds

You will receive your pledge payments once your project has closed successfully. With 'all or nothing' funding, a project is only successful if it has hit its target at the time of closing. With 'keep what you raise', all projects that raise **any** funds are considered successful.

Project supporters will be charged at the time of making their pledge and the funds will then be transferred to the bank account associated with the project once the project closes successfully. Payments will be transferred into your bank account within **7 working days** after the project has closed.

Next steps;

- Give this another push once our 2nd lottery has concluded. **Pushed last week, 1 new pledge, 1 ceased. Pushed twice since with 1 new pledge.**
- How to reach out to more people to donate a regular monthly amount, the potential money to be raised could be dramatic. **It still seems hard to get more of our Facebook membership to sign up to this???**
- Join the £4 per month club with a mention in the magazine and on the website with a thank you gift (to be discussed) **Change this to £1 per month club with some form of gift or card for an incentive.**

Next action. Discuss at meeting.

- Individual fund raising through Crowd Funding. **Put out on Facebook.**
- **WLA weekend event**, I am going to speak to Mr. Dunster in relation to running this during the non-running season, probably early March time. Locos in the station, cab visits, sales stand, film, slide and talk shows. Price to include sandwich lunch. Possible cab rides down to TMD and back (dependent on availability of 62 at the time.) Saturday evening event with live entertainment at a suitable venue TBD. Great opportunity for networking and socialising with new members.

2. **Sponsorship.**

I have still to speak with Darren and others about a list of companies we currently use for supplies and services and potential others beyond this. **Currently being actioned.**

If members would kindly email me details of companies we use, I can get cracking on this.

3. **Projects.**

I think it would be a good idea to notify members where their money is going, perhaps with a quarterly overview of items we have purchased (not the costs.)

4. **Further social media coverage of WLA and our work.**

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

I have identified that Mr. Finch opened an Instagram WLA page, a fact he seemed unaware of. We will be chatting soon about developing this.

I will look at an X account shortly.

YOUTUBE Channel has started well but need more content and help from anyone with the skills to make videos properly with music and editing etc. I have asked members to send me videos of work going on in the TMD but have yet to receive anything, understandable though when you're covered in oil etc.

5. **WLA lottery. Now running.**

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

£2650 raised.

£1325 to the Locomotives.

6. **Artwork.**

The 3 Amigos is complete, the painting will be printed very soon but not the full 74, 26 have been reserved and then the rest will be done as demand comes in.

More of my work to come at future events.

Printing cost per unit £20 giving us £50 profit per unit,

Income so far £1300.

Photographic competition 2026.

This will be advertised before the May gala.

Competition for photographers of our 3 locos either in service or in preservation with an entry fee to be discussed.

6 prizes. Best photo of each of our 3 in preservation and in service.

These and others could be used for future calendar or a book.

7. **Car boot sale at Kidderminster car park**

With a **TRAINS, PLANES AND AUTOMOBILES FOCUS.**
£25 PER CAR ENTRY FEE ALL GOING TO THE WLA.

Again, logistics to be discussed with the railway and appropriate members.

Some other thoughts for future activities and opportunities.

Depot tours

Photo opportunities

Train and loco hire for special events

Loco visits and talks

Loco prep and start up events

Donation of reusable unwanted items and set up WLA sales page

Donation plaques on locomotives

Education arm of WLA, school and college visits

Regional talks and film show, etc.

Social events with fund raising activities with offers of free entertainment/
performances

Further opportunities for donators with cab rides

Media coverage

Articles for the railway press

Promote individual Incentives e.g. raise £1K to drive a western light engine (out of
season from shed to station and back/ Bewdley and back etc.)

Smaller scale lottery grants that have a wider community angle (the more people who
are impacted by this the better.)

Legal Officer (JS)

No further matters arising to report.

Working Members Officer (LJ)

Plenty of work has been carried out from Working Members at both Bridgnorth and
Kidderminster. Work includes the following projects:

- The Brake Cylinders, Spring hangars, and equalising beams have all been refitted to
the bogie.
- Watchman Rebuild.
- Routine Maintenance on D1062 is ongoing, and the air reservoirs have started to be
removed for testing.
- Windscreen wiper motors have been overhauled and fitted to 1062.
- D1013's B end Bogie ready to go back under 1013 albeit temporarily.
- D1048's Battery boxes have been built.

TMD Issue

Unfortunately, there was an issue at the TMD with one of the new youth members of
the group, Ollie Whitefoot. Mark and I arrived on site just after the following
happened.

Due to misinformation, Ollie was asked to leave the TMD site as the newly passed
out PICOS had been told that Ollie was suspended. This occurred on 24/01/26
during a management meeting and Roland was not available at the time, otherwise
this would have been completely avoided. Barry Moreton came to the TMD and I
spoke to him and the PICOS involved, texts were sent to Roland. Eventually we had
a response from Roland who confirmed that Ollie was not suspended. I went up to

the station at lunchtime and saw that Ollie was still on site and spoke to him about what had happened and about some rumours that had been flying around the TMD on that day too. He was obviously upset with what had gone on, but happily answered questions etc. I invited him to come back to the TMD with me, but he declined saying that he wanted to let things settle. I told him if there were no WLA members around when he does come back, the best thing he could do is go and find Roland. Roland has emailed him regarding this.

I emailed the working members who were in attendance that day to give them some clarification and to allay the rumours that had been circulating.
I haven't seen Ollie since.

Bridgnorth Workshop Keys

I have spoken to Global Security in Stourbridge who have given me a couple of quotes, for keys to be ordered the price would be £14.40 inc VAT for each Garrison key, and a new barrel plus two keys would be £60-£70 plus VAT and each extra key would be £14.40. It was suggested by Darren to get a quote for a whole new set of doors, but as yet I have not found a company to do that yet. Apparently Garrison was taken over and products got split up.

Coop Concerns

I have had a conversation with Coop who has some concerns.

1. In container C3, the damp is getting in and mould is growing, he is asking for vents to be fitted ASAP. He mentioned that this has been requested before, but he feels the situation is getting worse.
2. He also mentioned that he put forward some receipts for items he had bought, these were authorised by Roger, but he is still awaiting payment. I'm not sure how long ago these were from.
3. He has run out of lining material for the battery boxes, can more be ordered please.
4. 40mm cap head bolts are need for 1013's B engine intercooler.
5. He is very concerned regarding the monthly emergency light test in C3 and C4, this is not just for the electrics but for fire safety, it gets done by him but feels that it shouldn't just be him, from memory he said that Paul Finch had signed it off one month, the rest are him, and he feels it shouldn't be just him. Can a rota be set up with a nominated list of trained people, (maybe directors – Coop's suggestion) So that whenever they visit they get in the habit of checking that it has been tested and signed, or complete the check themselves even if it happens to be more than once a month.

For information:

The responsible person is trained to:

Verify that the testing function has been performed; Keep the premises safe and obtain action to rectify any faults found to comply with BS5266-1

[BS-5266-1-2025.pdf](#)

Ordinary Members Officer (MK)

Only thing got outstanding is following up on Junior club assisting with scraping A end bogie (1013) when it removed.

Emailed Nick Wilcox earlier on today, waiting for a response. Once I get this just be a case of working out when. My thoughts are once components have been removed so they not on anyone's way. They will need supervision also make sure scrapers do not come into the more delicate parts of class 52 bogie. PPE will also have to be provided along with scrapers, however this can be sorted once know how many and when.

8. AOB/dates of next meeting

IC/All

Committee Meeting 11th July 2026 (KRM – TBC)
Committee Meeting 10th October 2026 (KRM – TBC)
AGM 14th November 2026 (KRM – Royal Star Room)
Committee Meeting 6th February 2027 (KRM – TBC)

9. Close

www.westernloco.com

The Western Locomotive Association Limited is the owner of D1013 Western Ranger, D1048 Western Lady, and D1062 Western Courier on the Severn Valley Railway, Bridgnorth, Shropshire and is a Company Limited by Guarantee Registered number 3873466
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