



Western Locomotive Association e-Newsletter – April 2026

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

Another month has flown past and Working Members have been busy in the TMD throughout the month, with the major focus being the lift of D1062 Western Courier in order to remove “A” end bogie and get to the equalising beam and investigate the reported issue.

I am please to report the great progress has been made – read on and find out all about it, and today, April 1st as this email is being delivered to your inbox, Courier will hopefully be lifted again and the bogie returned under the locomotive, with the equalising beam issue addressed, and new cardan shafts fitted!

As you will see just over the page, we are going to draw the 2026 Western Lottery this Saturday 4th April at the TMD alongside Courier and Ranger’s “A” end bogie, so this is your LAST Chance to purchase a ticket and to win a significant cash sum. So if you haven’t already done so, and of course even if you have a ticket, you can purchase another at [Fundraising & Lottery - Western Locomotive Association](#)

Also published this month, dates for this years Driver Foot Plate Experiences – and your chance to get behind the controls of D1062 Western Courier. But don’t wait to long if you want to book what will be one of the best experiences of your life, as D1062’s DFE days always sell out quickly.

Also, this month, we have published the perfect accompaniment to a DFE, a new / updated WLA Driver’s Manual – packed full of information and everything you need to know about how to prepare and drive a Class 52 Diesel Hydraulic Locomotive, again read on to find out more.

Perhaps a blast from the past – it’s Wednesday 4th March and a busy day is recorded at “Old Oak Common”, with D1062 Western Courier positioned over the Jacking Pit and preparations being made for lifting and D1013 Western Ranger now repositioned over the Side Pit.



We have another collection of great photographs this month from Andy Collett to share in “Memories” and one picture simply so good that it just had to be promoted to the front page – so here it is, our very own D1048 Western Lady, seen at Swindon Stabling Point on 28th April, 1974, with D1051 Western Ambassador just visible to the right (and an unidentified Class 47 behind.)



We also have another great selection of memories from Wilfred Rickard and I am so grateful to Wilfred for sharing them with us.

Again, a sneak peak of what is to come, and we see our own D1013 Western Ranger, leading D1023 Western Fusilier, on the final Western Tribute Railtour, passing Aller Junction, on 26th February 1977, at



In last month's "Memories", we shared Steve Bartlett's shot that he took in the early seventies, but unfortunately couldn't identify which locomotive it was, although it is seen working 1M14 Paddington to Birmingham New St and approaching Banbury.

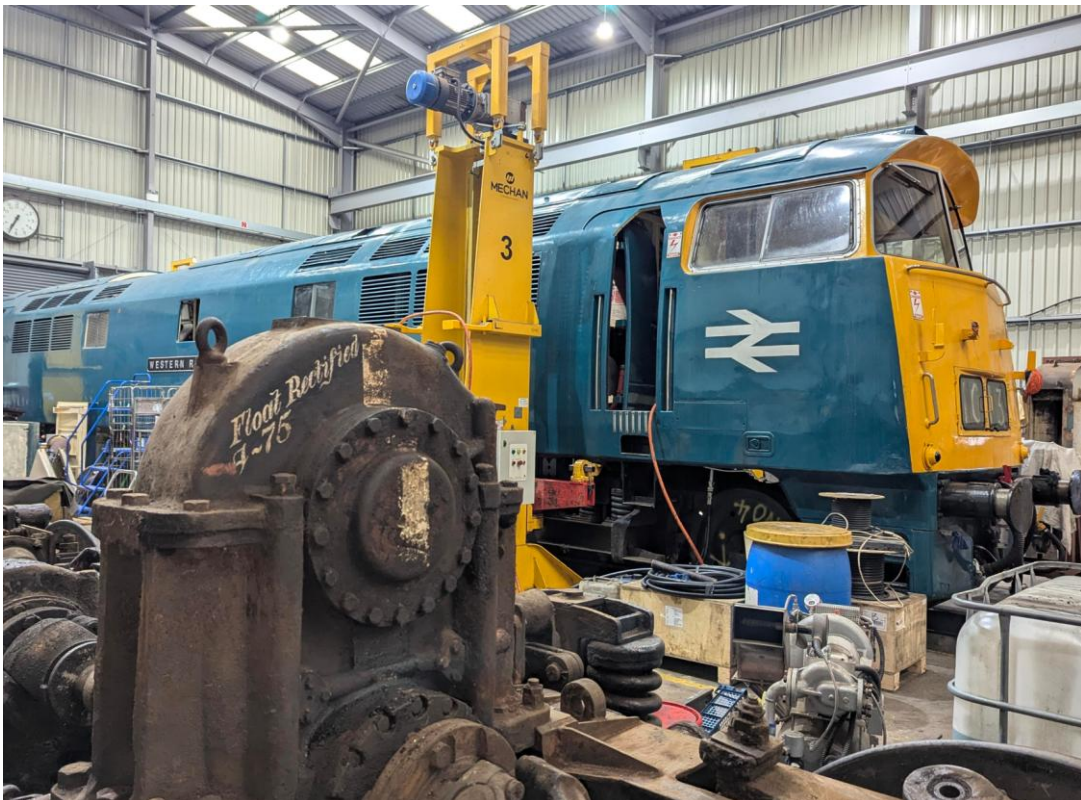
You have delivered as always, and the locomotive has been identified by Steve Thomas –

"The UID Thousand with no headboard clips is D1027 (it's not a Crewe loco - no card holder!). The same distinctive scabs behind the handrail are in my father's phot, below.



We also shared some pictures last month of one of our bogies marked Float Rectified 11/74, with some explanations as to what this meant. Thanks to Neil Carter (DTG), here is a similar image from many years earlier, of another bogie, I believe at Old Oak Common, with the DTG's D1015 Western Champion in the background, followed by our more modern image, with yet again another DTG locomotive in the background, this time D821 Warship Greyhound, with D1015 again.





See "Book of the Month" later in this e-newsletter for details of our latest publication, available at [WLA Driver's Manual for Class 52 Locomotives - Western Locomotive Association](#)

Is and excellent document and will make a valuable addition to your collection.

The information in this booklet must not be given to the public

WLA Driver's Manual

Class 52 Locomotives



Driver's Duties for Class 52 'Western' Locomotives fitted with dual brakes

Issue 2
Supersedes issue 1



WLA 33056/52
March 2026

I have already mentioned that DFEs are back, but will sell out quickly, so book yours now !



The Western Driver Footplate Experience Course



Drive a Western on the SVR!

Imagine sitting in the driving seat of a Western Class 52 diesel hydraulic? What about handling 2,700 bhp of with up to 72,000 lbs of pulling power? And what about being responsible for the awesome sound of the two 65 litre V12 Maybach MD655 engines as you haul a 200 tonne passenger train?

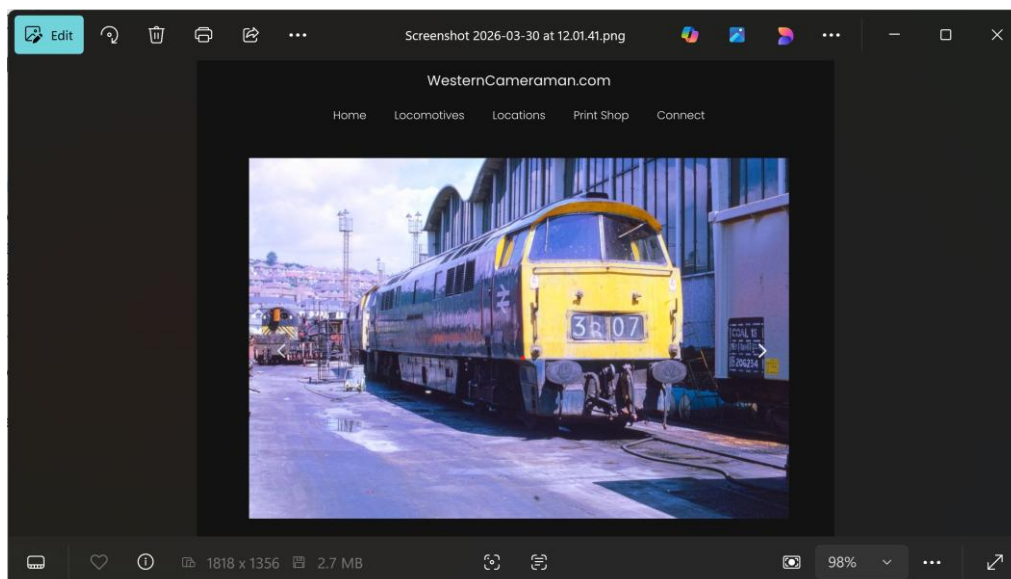
If it's a yes, then you need to book one of our Severn Valley Railway Driver Experience Courses. Included in the course is a tour of the engine room, demonstration of the start up procedure, a close watch on "second man" duties, the opportunity to drive as well as the opportunity to travel in the rear cab plus an optional visit to one of the signal boxes.

The course price is £650 and the courses are extremely popular so you should book early to avoid disappointment. To register your interest with the SVR, please [click here](#).

Finally, sharing with you all a note received from Andy Collett who has shared that [WesternCameraman.com](https://westerncameraman.com) is now live! and can be viewed at <https://westerncameraman.com>

This is the first version of the site so any suggestions for improvements and suggestions are gratefully received.

There are over 200 images currently on the site (over 100 of those are Westerns) with many more yet to be added over the coming months – so take a look! It is also possible to order prints through the 'Print Shop' section of the site.



In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair.
- D1013 – A Progress Update
- D1048 – A Progress Update
- Monthly News Updates – an update on all that has been happening over the last month.
- Western Courier re-visited
- Sales Team Update.
- Whizzo Woods.
- Membership News.
- Book of the Month.
- Media Coverage.
- Severn Valley Railway News – Running Dates & Events.
- Members Forum & Gallery – where we hear directly from you, our WLA membership.
- Closing Notes & Book Ends.

Of course, the usual reminder - the aim of this e-Newsletter is to keep you up to date on all things “WLA” – what we have been doing and what is being planned along with anything else that we think you will find interesting. Your feedback and suggestions regarding what you want to see and read are important, so please do share, and please do not hold back!

And please send in anything that you think will be of interest to your fellow members – memories, photographs, stories and articles - and help to keep this e-Newsletter alive and interesting and informative.

News from the Chair

Some wonderful news to start off with, as only last week, the WLA received a very generous donation from one of our members, totalling £32k, which, plus Gift Aid, will total an amazing £40k! The donation itself will offset the recent purchase of our two MTU 538 engines, currently stored at Kidderminster TMD, which will ultimately be converted to Maybach MD655 specification. Whilst I appreciate that these things do happen from time to time, they're never taken for granted but when they do happen, they come as a genuine and very welcome surprise. In addition, we also received a very generous £5k towards the D1048 Appeal in the memory of the late Stephen Marshall, a D1048 enthusiast. Combined with the many other contributions we receive, it really highlights how much people value and support what we're trying to achieve. As I've mentioned before, we can't do this without you!

As I expect you'll read elsewhere, there's lots going on at the moment with the race against time to get D1062's "A" end bogie sorted out with the equalising beam problem resolved and new cardan shafts fitted, with everything torqued up, springs and suspension adjusted, before the loco is back off the jacks on Sunday 5th April. The good news, without tempting fate, is that everything is progressing well but if you're a Working Member and can lend a hand over the next few days whilst the loco is off the jacks, now is the time to do it. But then of course, there's still plenty of work left to prepare the loco ready for traffic, so I don't think the pressure will be off anytime soon!

In addition to the above, there are several interesting projects on the go at the moment, not least D1013's "A" bogie overhaul which is now well underway. Other projects include Alan Berck-May's windscreen wiper project where all the loco windscreen wiper motors are being stripped down and re-greased and reassembled with new washers etc. Most of these haven't been overhauled in decades, which probably explains why some work giving you all or nothing, with some sticking, just as you need them to do something, and so from a Driver's perspective we can't wait for some rain in the season to test them out!

Another project which we're trying our best to progress is the turbo project for D1013's "B" end engine. The turbo is currently at Lincoln with a turbo specialist. Unfortunately, we need to find another rotor arm assembly, but it just so happens we have two "new" unused rotor arm assemblies Ex Swindon stored at Bridgnorth which we are sending to another specialist firm in Derby for visual inspection and testing to make sure that at least one of these is fit for purpose. We need to assure ourselves that they weren't just kept in the stores at Swindon for quality control reasons. These things spin round at incredible speeds, so we need to reassure ourselves that everything is safe to use – the last thing we need is a catastrophic failure, so please bear with us. Hopefully, an update will follow on in the next e-Newsletter.

During last month, much work was being done to finalise the next Courier magazine, which should be out in time for the Spring Diesel Gala in May. We've also had some interesting Western books on the Sales Stand recently, in case you hadn't noticed and then we've also had our new WLA Class 52 Driver's manual out too – a must for anyone who wants to know what's involved in preparing and operating one of these magnificent machines in traffic. The manual is based on the late Derek Wright's Drivers Manual, which in turn was based on the BR manual – which all ended up as photocopies of photocopies! So, just recently, everything was put onto computer and updated to reflect the current modifications and operations – first into A4 size and now into A5 size, thanks to some wizardly work from Colin Marsden! If you're interested, your copy is waiting for you at [WLA Driver's Manual for Class 52 Locomotives - Western Locomotive Association](#)

And then finally, all the operating dates for 2026 are now on the web site under "Events", so there's no excuse for missing one of the many operating days!

See you on the Valley!

Roger Smith
Chairman

D1013 Progress Update

See Monthly News Updates

D1048 Progress Update

The latest update is as follows:

Air Brakes

"B" end small air compressor has had its covers removed and internals inspected. All brush gear has been freed and commutator given a light clean.

"B" end small air compressor is now to be energised to establish whether it is operational.

Dynostarters

All 8 brushes on "A" end dynostarter have been freed.

It may be worth noting that to free the last set of brushes necessitated the removal of the entire arm carrier so that the brushes could be worked on externally.

"A" end dynostarter commutator has also been cleaned.

"A" end dynostarter is now primed and ready to be energised to see if it will turn over "A" end transmission and in turn, "A" end engine and "A" end serck pump.

"B" end dynostarter was noted to be exhibiting electrical arching when previously energised.

"B" end dynostarter has had all brush gear removed and individually cleaned whilst the commutator itself has also been cleaned.

Electrical Control Circuits

"A" end oil pump unresponsive when energised from oil sample button on "A" end engine.

In contrast "B" end oil pump successfully ran when energised from oil sample button on "B" end engine.

Electrical Power Circuits

During our last report we stated that in order to assess the electrical power circuit assessment at "A" end, it required "A" end engine to be filled with oil.

Used engine oil was sourced (ex-D821A) and attempts were made to fill "A" engine with this oil.

However, during this operation the most likely explanation as to why this engine was delivered dry became apparent.

"A" end engine oil fill / drain pipe was found to be split.

Fortunately, this issue was discovered immediately and alternative means of filling "A" end engine with oil were made.

However, a further issue was then discovered.

The saunders valve connected to "A" end engine oil isolating cock would not fully close.

The combination of these two issues means that D1048's "A" end engine is unable to hold its own oil!

The oil has subsequently been drained back into the drum from which it came.

As a minimum "A" end engine oil fill / drain pipe to be replaced in order to progress "A" end electrical power circuit, "A" end engine, "A" end oil pump, "A" end transmission, "A" end serck pump and "A" end dynostarter assessments.

Electrical Control Circuits and Electrical Power Circuits Combined

Following the previous success at "B" end, the working members carrying out D1048's assessment decided to perform a mock engine start to see if both electrical control circuits and electrical power circuits would work in unison.

With the engine water level and engine water temperature safety alarms temporarily overridden, a driver's key was inserted into "B" end directional controller.

"B" end engine start button was suppressed and "B" end oil priming pump successfully run.

When the correct oil pressure was reached, "B" end start contactor automatically successfully made and "B" end dynostarter turned over "B" end transmission and in turn "B" end engine and "B" end serck pump with no issues reported.

Based on the above the WLA is now in a position to make the following statement:

"The WLA can confirm that on the electrical power side AND electrical control side, D1048, in her current condition, is capable of starting "B" end engine".

Further updates to follow



News Update – March 2026 (All pictures supplied by Working Members)

Sunday 1st March

The month started with the following update:-

Great progress has been made cleaning of Ranger's "A" end bogie since its removal last week.

The plan is on Wednesday 4th to carry out tests on the shafts whilst still in place in order to ascertain their condition, after the testing they can be removed, tagged, cleaned and greased ready for long term storage (as new shafts are being fitted).

Once removed, those harder to access parts of the bogie will be more accessible.

Ranger will be shunted off the Jacking Area to be replaced with Courier in readiness for the bogie work required. Ranger will be moved to the Side Pit area pending a move to a more permanent location in the TMD in the near future. This will allow internal work to continue on Ranger.

Once in position, Courier's "A" end main output shaft will be disconnected, ahead of it being placed in the jacks, as there is always a need to move the locomotive slightly when disconnecting the shaft to better access the bolts.

Courier can then be made ready for lifting.

Wednesday 4th March

A productive day – Ranger and Courier were shunted to the Side Pit and Jacking Areas respectively. The main Output Shaft at Courier's "A" end was disconnected, along with sanding pipes.

The plan is to lift the locomotive on Saturday 7th after disconnecting remaining items and the fitting of the lofting brackets.

Cardan Shafts were removed from Ranger's "A" end bogie – some more difficult bolts made the task a little tougher but patience prevailed.

Two brake cylinders were also removed – again allowing more access for cleaning.

Mentioned above was the testing of the shafts whilst still in situ on "A" end, and a question was asked "Why are we replacing the shafts?". The testing carried out showed movement on the knuckle at the far end of the long shaft – proving it is the right decision to replace!

The following pictures (video is needed to really see the "movement") show the location of the movement and the condition of the shaft....

& the need for cleaning 😊 (before being placed into storage)





Darren is seen carrying out the testing of the shafts...



And being lifted out...



Once removed, much greater access, although a stage foot was noted !



As already mentioned, brake cylinders were also removed...



Brake Cylinders and Shafts...



The great team...



Being overlooked by the Warship.



Saturday 7th March

Quote of the day – courtesy of Darren Shelmerdine

“What a day !

I have to think back 10 years and when we were planning a possible lift of Courier to carry out bogie work and how this was going to be achieved.

Yesterday was saw our second locomotive to be lifted in 2 weeks and one of its bogies removed for attention. Who would have thought this would ever possible 50 years ago.

Looking around the TMD yesterday I was thinking that this is turning into Swindon Works, just smaller”

It wasn't completely straight forward, and after some **persuasion**, the thrust brackets were removed from Courier's "A" end along with the rest of the required disconnecting.

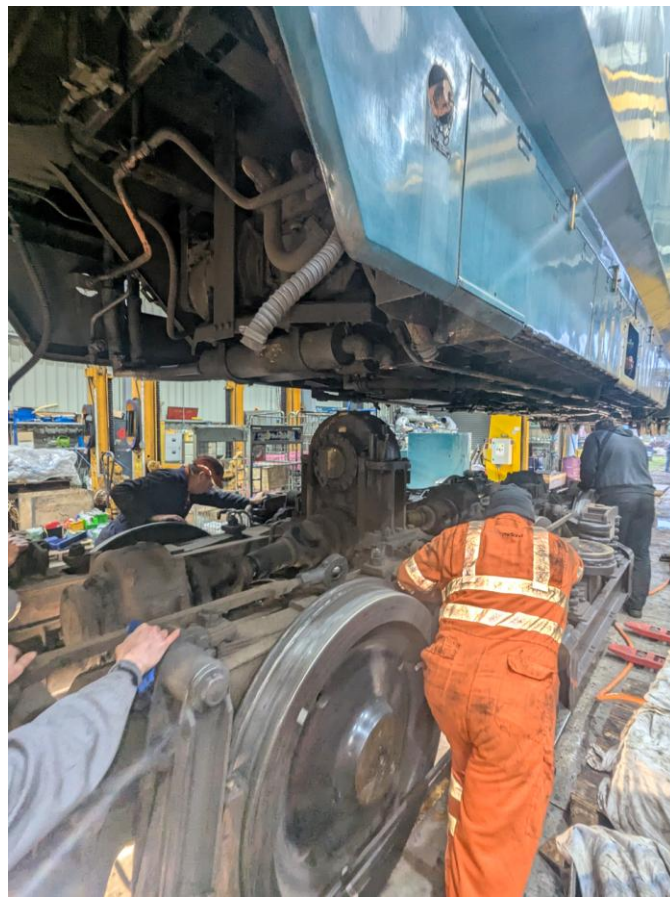
This allowed for Courier to be lifted late in the day and "A" End Bogie rolled outside and covered.

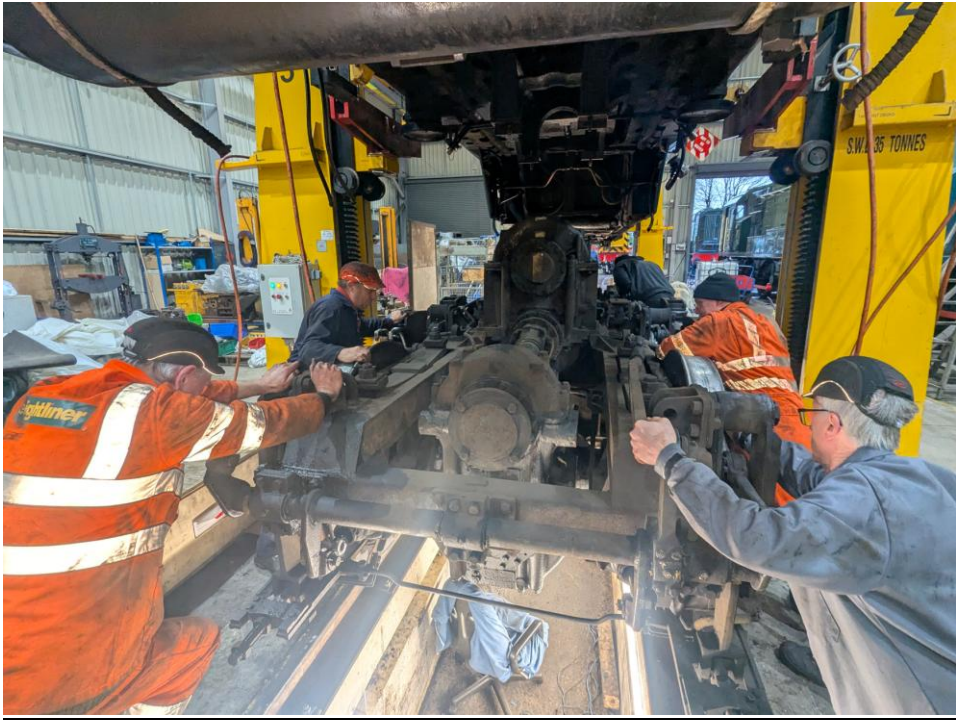
Other work around the TMD yesterday included the removal of the second Boiler Area Window Frame from Ranger and the removal of the Thrust Brackets from Rangers "A" Bogie, along with much of the Brake Rigging. There was also a great deal of scraping and cleaning of the Bogie and it's already possible to see the difference, though there's still much to do.

Some painting has also been carried out which is great as items will be ready to refit once the time comes.

Looking ahead, the plan is to remove the Shafts from 62's Bogies. On Wednesday and then next weekend hopefully change the beam.

Now for the pictorial diary - starting with D1062 seen in in the air and "A" end bogie being pushed out.





The previously removed Boiler Room window on Ranger.



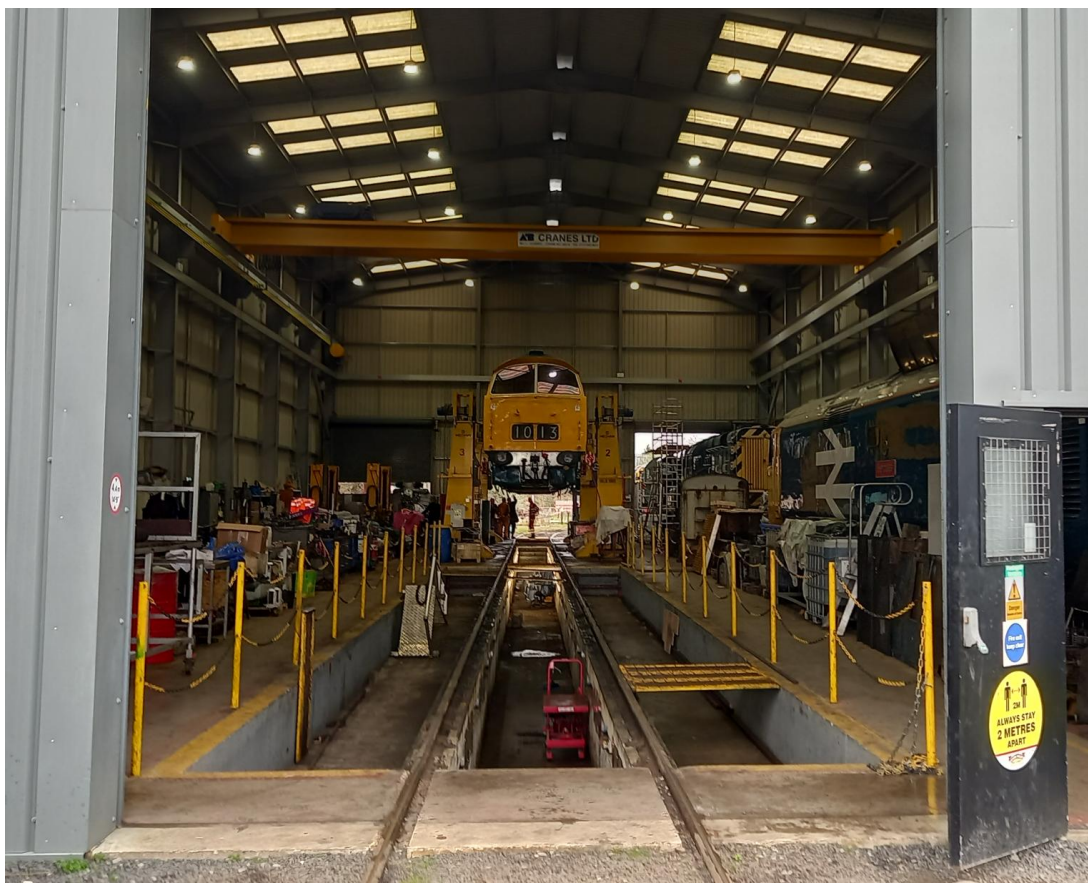
The latest removed Boiler Room window on Ranger.



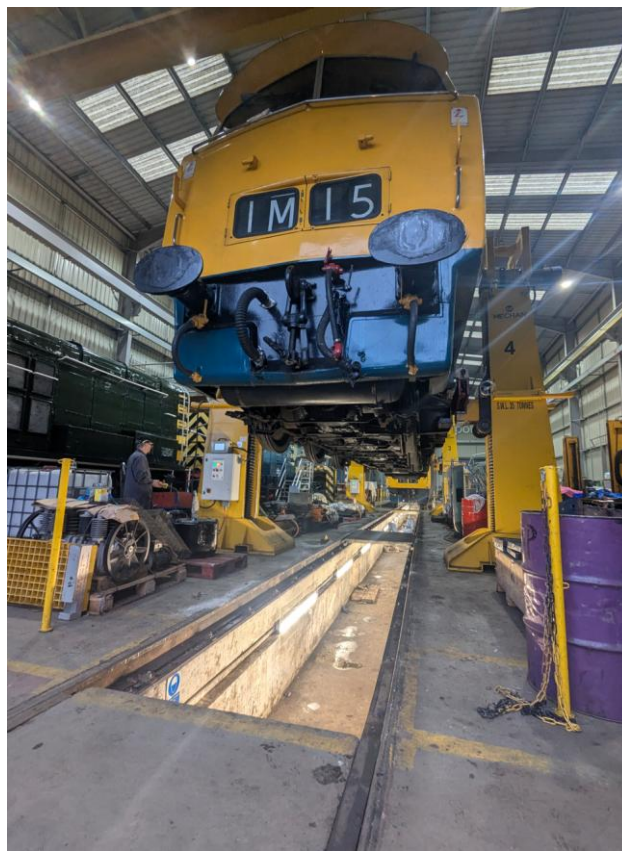
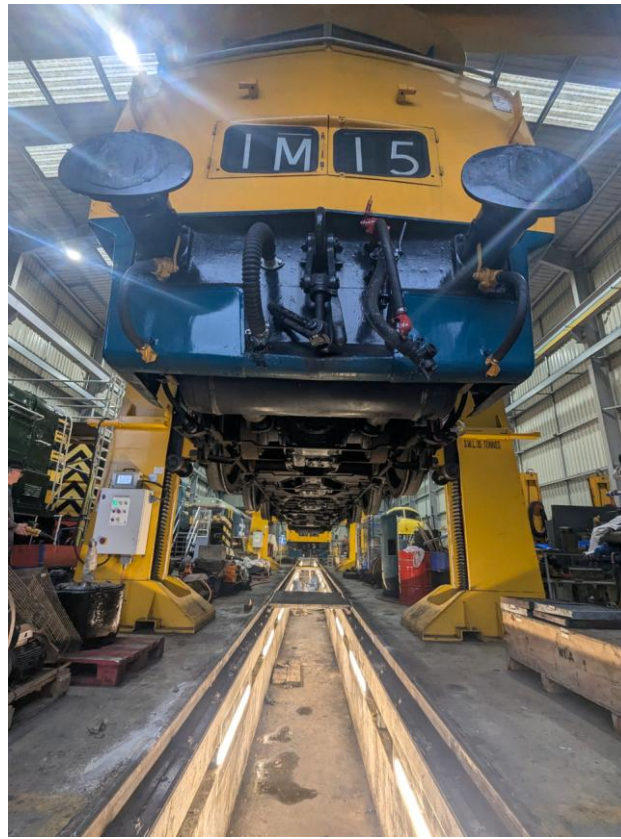
An expert on Boiler Room window removal caught in the act.



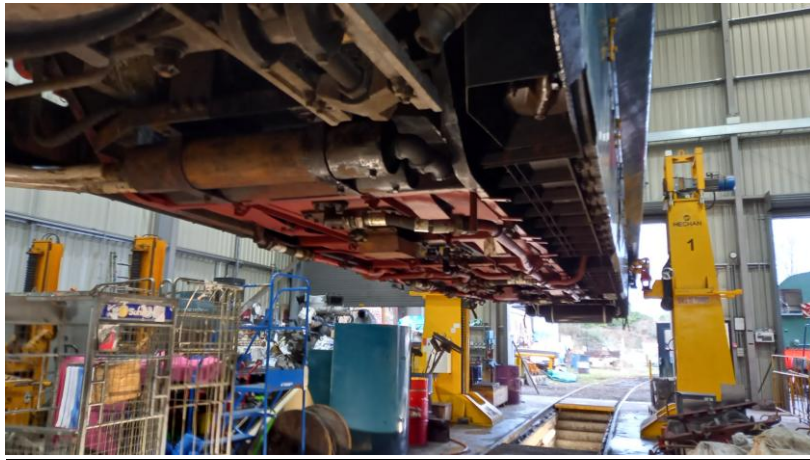
Thanks to Greg Mullis for capturing these great images of Courier in the air.



& Sally caught the light in these pictures of Courier.



Continuing with the theme, and stepping back in time, an opportunity to revisit Ranger in the air, with both bogies removed...



And being refitted.



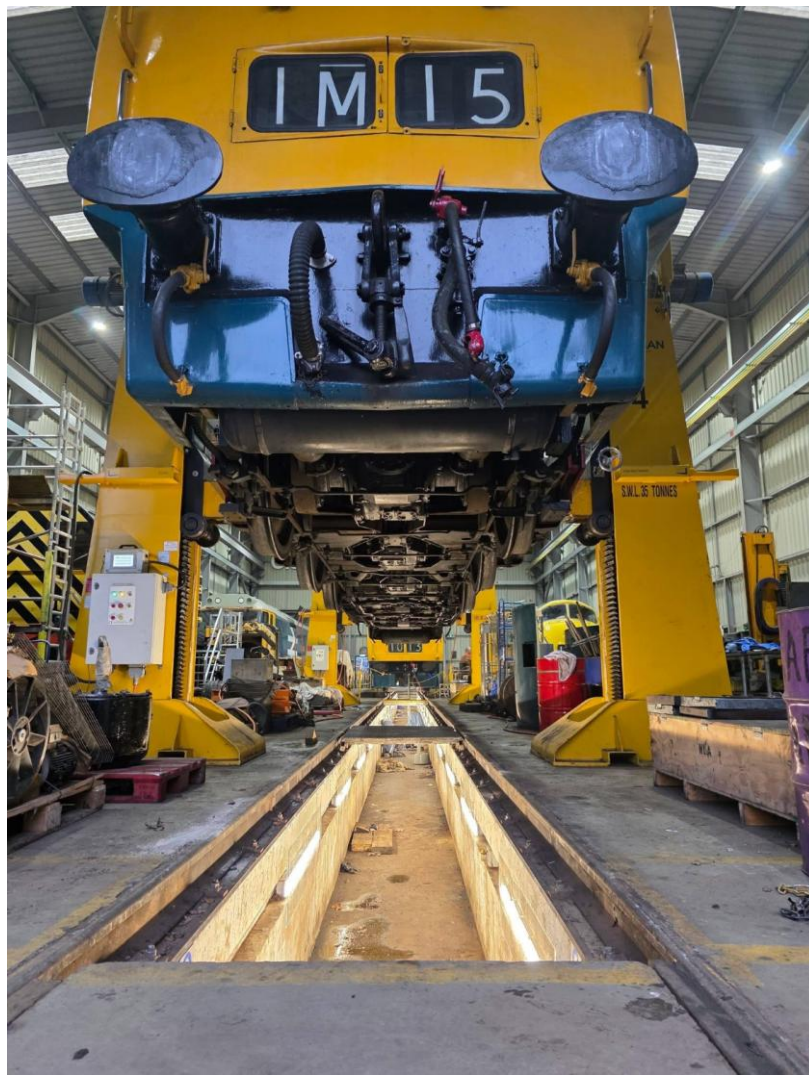
Darren's summary of the day's activities is thought provoking...

"Who would have thought 50 years ago as the summer of 1976 was approaching that Westerns would still be operating in preservation and on the mainline in 2026. But also, that groups would still have the skills, knowledge and ability to carry out major work on these locomotives.

Two weeks ago, Ranger was lifted and its "A" end bogie rolled out for overhaul.

Yesterday, Courier was lifted and its "A" end bogie removed for attention to a faulty equalising beam and to have replacement cardan shafts fitted.

None of this would be possible without the Working Members, the Membership of the WLA and the fantastic facilities that the SVR has invested in over the years at Kidderminster TMD."



Some more pictures of Courier's removed "A" end bogie.



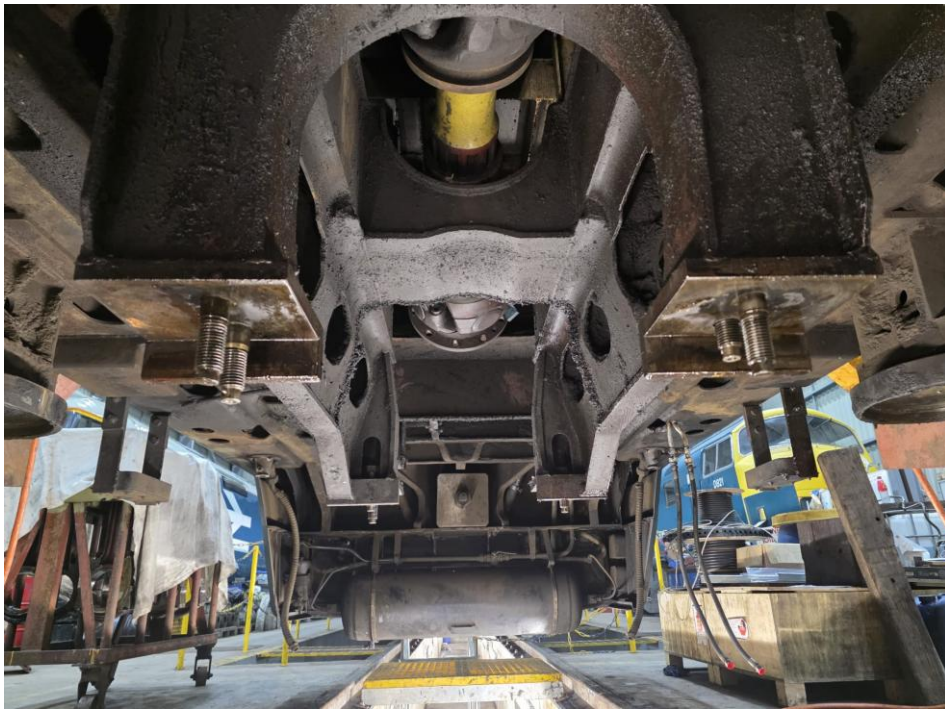


The team removing the thrust brackets and brake rigging from Rangers "A" end.





Of course it was also an opportunity, with Courier's "A" end bogie removed to inspect the underframe.



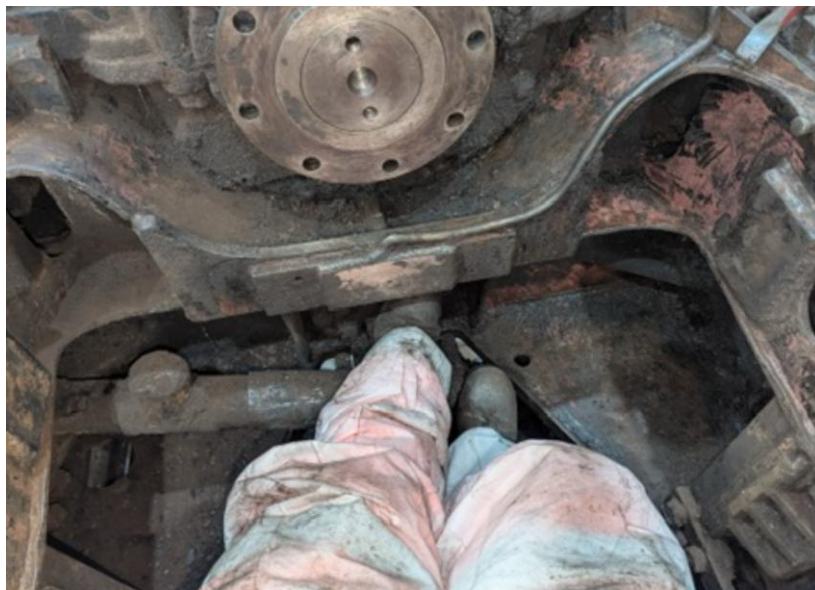




Wednesday March 11th

A report back today from Phil on behalf of those present –Sally, Neil & Mark, - a day spent sitting inside Ranger's bogie scraping and chiselling and hammering! The biggest achievement was probably the size of the pile of crud on the floor.

Robin and Mark also present working on Courier's bogie.





An unusual view of the yard was recorded – where have all the locomotives gone?

The yard had been cleared ahead of an exercise being carried out at the SVR on Thursday 12th March, apparently all of the locomotives had been moved into the station.



Saturday 14th March

Ranger was moved out of the TMD and captured in the yard by MSJ.



Captured before the move in a face-off with Courier.



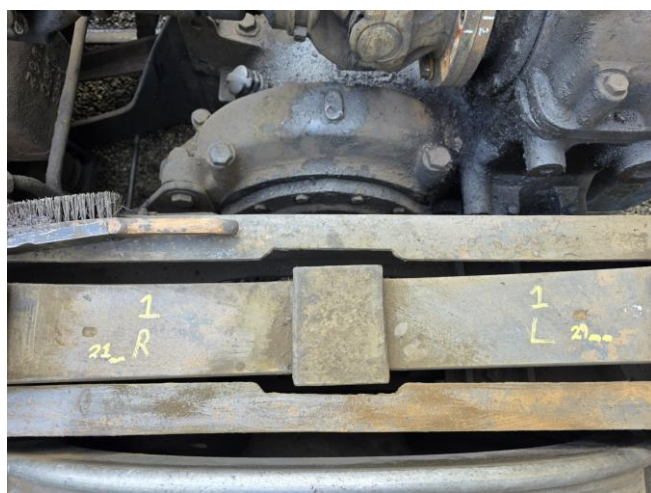
The equalising beam from Courier's "A" end bogie was successfully removed, seen firstly in situ.



And removed.



Measurements also made...



Saturday 14th

Cleaning of the bogie continued, and Ranger spotted down by the Wash Plant.



Although great progress was made, it wasn't possible to install the new pedestal and equalising beam as a potential "issue" was spotted whilst testing. This needs to be resolved first or we may experience the same fault again in a few years' time.

What was discovered was that the equalising beam had worn brushes, as a result of a lack of lubrication. Only old and hardened grease was evident around the grease channels and rubbing surfaces.

During a test on the new pedestal, it was noticed that grease was leaking from a small gap between the main pedestal block and the retaining caps. This is a new assembly, but looking at some BR units on stores, there is a gap on these units also, and it has been confirmed that this gap is shown on the specification drawings. This is potentially a design flaw, allowing grease to take the path of least resistance, and preventing proper lubrication.

A test using small rubber gaskets to fill the gaps was partly successful as the grease then flowed correctly between the rubbing surfaces, and on stripping down, grease was noted around most of the grease ways. However, the rubber gasket had blocked part of the grease way when squashed.

The proposed solution is to fit purpose fitting gaskets made of proper gasket material or 1mm thick cork held in place by an adhesive. A test will need to be carried out before fitting to fully prove this proposed solution.







To end, the customary team picture.



Wednesday 18th March

Mark and Neil were busy progressing the painting of pipework...



Thursday 19th March

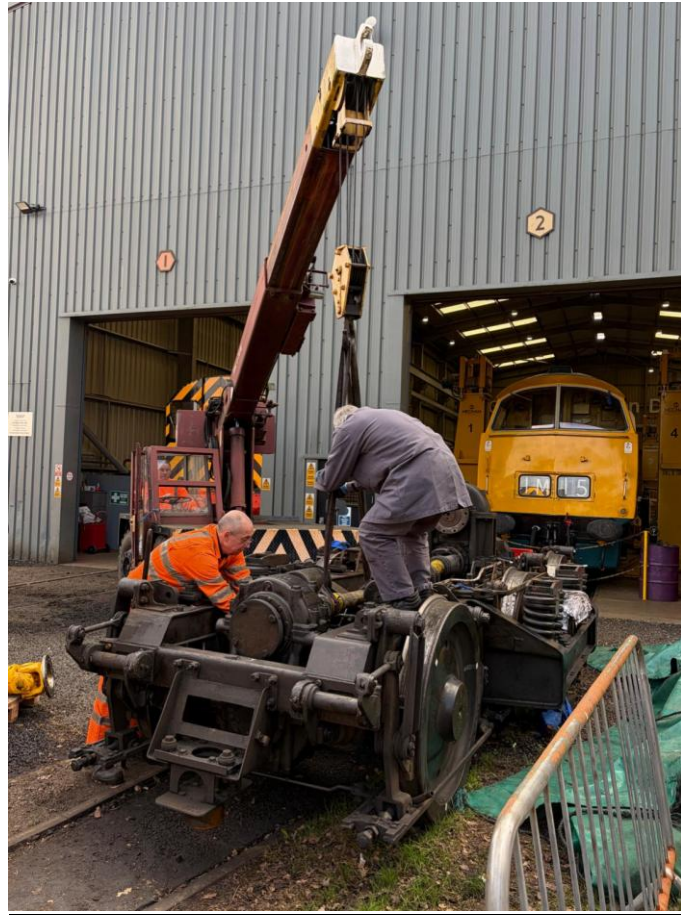
Another wiper motor reassembles and a final clean of the back cover revealed a date – maybe the last time it received attention – 12th October 1972!



Saturday 21st March

New shafts were fitted to D1062's "A" end bogie, a case of "out with the old and in with the new."





Wednesday 25th March

The job list for the day – to refit the roof panels on Ranger as it is scheduled to be temporarily moved out of the TMD on Saturday 28th and will be positioned in the yard until TMD Lane 3 is made available for its return and for further internal work to be carried out.

Boiler Room windows also need covering to protect from the elements.

Boiler room windows sealed – inside and outside perspectives.

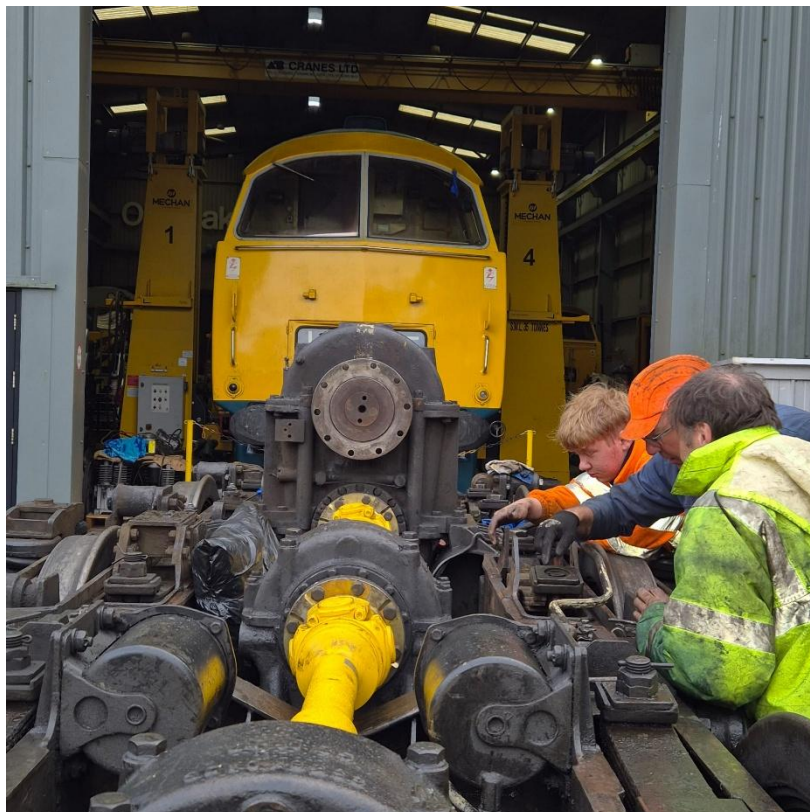


Roof panels seen in full flight head of refitting.



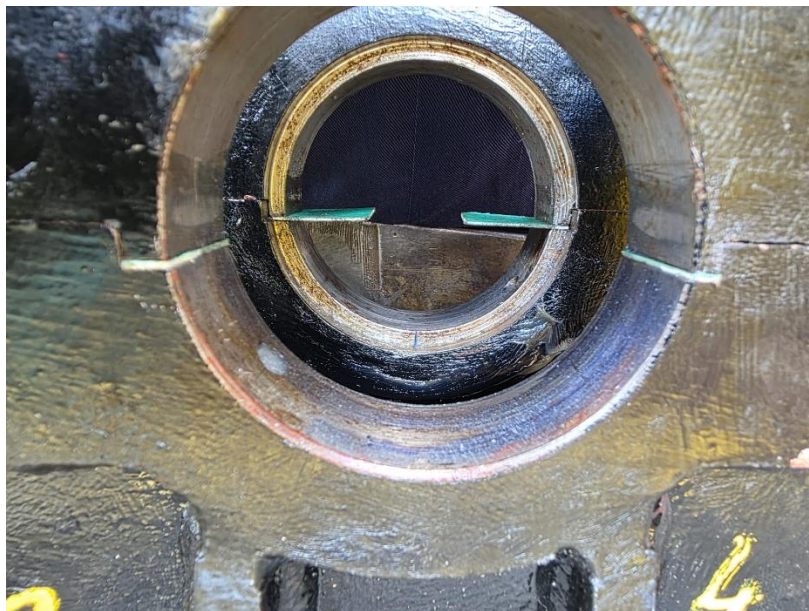
Saturday 28th March

The bogie shafts were all placed back into position and made ready for the remaining bolts to be fitted.





A number of tests were also carried out on the equalising beams and pedestals, and the good news is that following the fitting of the gaskets, the grease is now getting to where it is supposed to be.







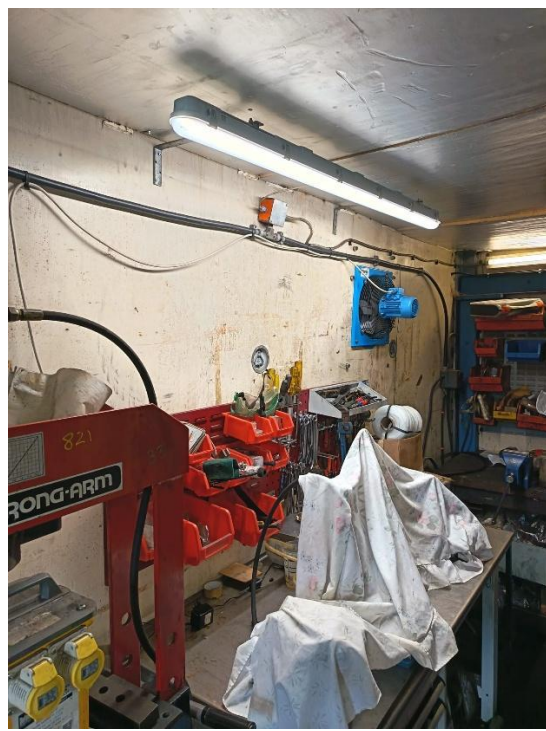


The beam and pedestal have therefore been refitted.

The springs will then need to be reinstalled and the suspension set, followed by the torquing up of all of the bolts. The bogie can then go back under D1062.

Bridgnorth Update

A new LED strip light has been fitted in Container 3 to improve the lighting over the Fuel Injector Test Rig and Bench.



A permanent three phase power supply has also been installed to the Test Rig, eliminating the need to run an extension lead to the isolator on the side of the workshop, making the rig much easier and safer to operate.



A major re-sort and re-location of repaired spares has also been undertaken – so that we now know where everything is and everything is in the correct place!

Western Courier



Years of Change

Peter Smith

The summer of 1962 saw me make a couple of trips from my home on Bolton to the former GWR main line at Shrewsbury in the search for Western Region Steam, My journey from Bolton took me via the newly electrified line from Manchester Piccadilly to Crewe where at this time there was something for everyone – steam, diesel and electric. The journey to Shrewsbury was continued and a trip around the three Crewe steam sheds was left until the return journey.

A line of condemned locomotives in a siding on the approach to Shrewsbury indicated the decline of steam on the Western Region. It was a depressing start to the day. Having reached my destination, the prospect of copper capped chimneys and brass safety valve covers were foremost in my mind. The Kings had all been withdrawn but there were still Castles, Counties, Granges, Manors and Halls to be seen along with other steam classes. Diesels didn't really interest me at the time, but to be fair, I still had to see my first "Western" class diesel. That though was soon to change as all Paddington to Birkenhead trains were in the hands of the Westerns as far as Chester.

My first Castle appeared in the form of 4090 Dorchester Castle but then my attention was caught by a green box approaching at the head of an express for Chester and Birkenhead. It was D10135 Western Yeoman and I can remember being suitably impressed on my introduction to the "Westerns." She looked every bit a thoroughbred in her green livery and red backed name and number plates. In comparison, with the English Electric Type 4's which were flooding my home region here was a new generation of locomotive that was really impressive by the sound effects she produced, later to become known as "Maybach Magic." The design people at Swindon had produced another masterpiece.

A quick trip around Shrewsbury MPD produced another Western in the shape of a maroon D1008 Western Harrier and an immaculate Castle – 5043 Earl of Mount Edgcumbe. The Castle was the depots standby

locomotive in case of a "Western" failure on the Paddington service (such things never happened – Ed) and it looked a real picture with the sunshine catching its green paintwork and copper and brass work.

Back at the station there was never a dull moment with a constant procession of trains, some using the north and west route and others the northern line. "Warship" Class D831 Monarch passed through the station with a train for the northwest and headed for Crewe where it would be replaced with a LMR locomotive.

Hymek D7033 was the only member of its class to put in an appearance but is added to the variety of the day when intermingled with the various steam classes. During the rest of the day, I saw more "Westerns" on main line passenger workings to and from London. They included D1001 Western Enterprise, D1003 Western Pioneer, D1005 Western Venturer, D1007 Western Talisman, D1038 Western Sovereign and D1060 Western Dominion in my favourite maroon livery. Thus, the seed of my association with the "Westerns" was sown.

Add to this five Coronation Pacifics and an Eastern Region B1 on Crewe North Shed, plus haulage behind a "Metro-Vick" type 2 D5711 on the Belfast Boast Express from Manchester Victoria to Bolton and you had a great day out.

My appetite having been wet, I was soon to return to the Northern Line. Having arrived at Shrewsbury via the normal route and having had a quick look around the sheds where Castle 5043 was again on standby duties, I decided to move on to Wolverhampton.

The first available express to Paddington was commandeered and it produced my first "Western" of the day and also my first run behind a "Western". The engine was D1016 Western Gladiator resplendent in maroon livery. At the time I was hoping for steam haulage with possibly a Castle deputising for the rostered "Western", but it wasn't to be. Wolverhampton Low Level was reached and off I went to do Stafford Road Sheds. After what seemed to be a marathon trek.

I arrived at Stafford Road to be greeted by the sad sight of two withdrawn Kings on the scrap line. They were 6012 King Edward VI and 6-22 King Edward III and they had 5910 Park Hall for company. The all-conquering "Westerns" had a lot to answer for, condemning these monarchs of the Great Western to the cutters torch. Looking back eighteen years, how funny how things have changed yet again with the "Westerns" themselves having been withdrawn. Stafford Shed itself reflected the decline in steam power with its run-down appearance.

Standing in the yard were two engines on the new order – D1004 Western Crusader and D1019 Western Challenger. Further into the shed proper and a dozen steam engines simmered gently the whole place absolutely oozed steam nostalgia. Engines of note on shed included the following Castles – 5022, 5031, 5063, 6076, 5089 and Halls 5938 and 6927, plus Manor 7802.

As I returned to the station, I can remember being saddened by what I had seen. The final curtain was slowly on steam. I was brought back to reality as D1001 Western Pathfinder in maroon livery arrived at Low Level Station on a Paddington bound express. The railways were changing and I would have to change with them. There was a new order of motive power taking over and this new order of "Westerns" were certainly the most impressive.

I returned to Shrewsbury behind a maroon D1061 Western Envoy enjoying the sound effects from a window easily commandeered behind the engine. In those days, people didn't bother window hanging behind diesels (they didn't know what they were missing – Ed). It was in those years of change that the "Westerns" were to become my favourites of the new breed.

Sales Team Update

We will be making the prize draw for the WLA 2026 Lottery on Easter Saturday and so far we have raised £1,475 so the first prize will be a healthy £442.50.

If you haven't got around to buying a ticket yet or would like to increase your chance of winning then you can buy as many tickets as you like before the closing date which is this Friday March 3rd at [Fundraising & Lottery - Western Locomotive Association](#)

The late Steve Marshall's fantastic new book "**The Demise of the Diesel Hydraulics**" was published two weeks ago and there was a slight delay in dispatching orders as the book is eleven inches square which meant ordering larger envelopes.

The format works really well, particularly the two double page borderless spreads.

We have sold out of the first twenty-four books ordered but of course more will be available by the time you read this newsletter. The book is primarily devoted to Westerns with a few Hymeks and Warships to complete the story. Don't take my word for how good the book is, here is a review from a satisfied customer - "Just received in perfect and well packaged condition thank you. I can confidently say this is by far the best and most comprehensive pictorial coverage of the Class 52 I have seen to date (and I have a large number of such publications). Well worth the investment in my opinion."

See Book of the Month for further details.

Our very own Roger Smith has also produced an excellent A5 booklet "**WLA Driver's Manual for Class 52 Locomotives**" which is available now from the online store at <https://westernlocomotives.com/product-category/books-publications/>

Again, see Book of the Month for further details.

Copies of both books will be available at the Spring Gala along with many other recently published books and old favourites.

It is very nearly fifty years since D1013 received her unique red backed name and number plates which were so distinctive during the remainder of her time working for BR and we are working on a range of merchandise celebrating this unique feature as we run up to the fiftieth anniversary of the Western Tribute railtour next February.

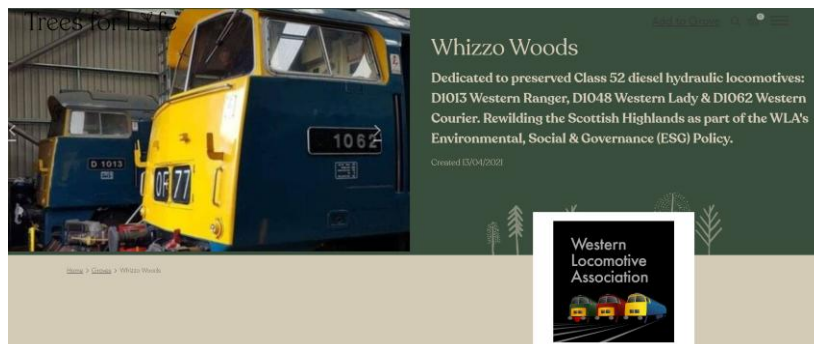
As always thank you for your support and we would be delighted to receive any diesel books, models or memorabilia you would like to donate to our Sales Stand for the Spring Gala.

Whizzo Woods

At the end of January, we have **557 trees** in Whizzo Woods, another great increase over last month – but we still have a long way to go to achieve 1,000 trees. We are determined to get there, and we will be even more “enterprising” this year with our initiatives!

Thank you all for your continued support for Whizzo Woods.

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 as your continued support makes it possible to do what we do.

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

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

One of your objectives is to continue to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome. **Just think, if every member persuades one other person to join, we will double our membership! So, step up to the challenge and help us to achieve our objective of doubling our membership.**

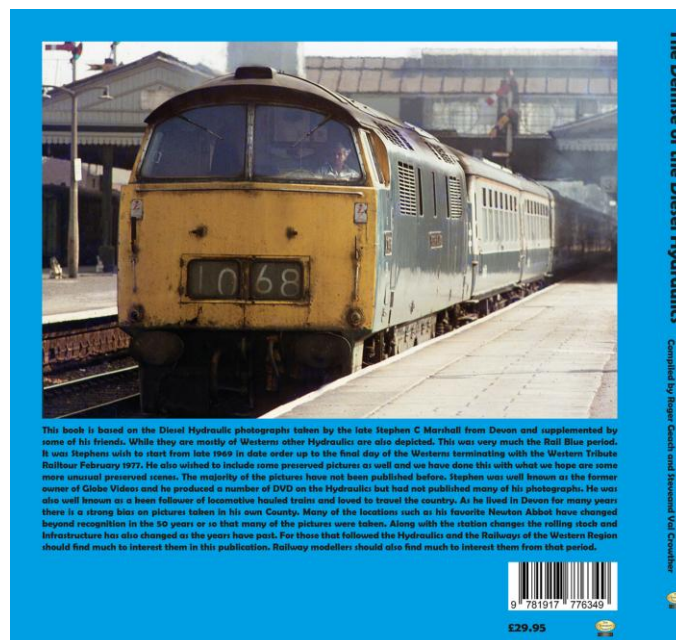
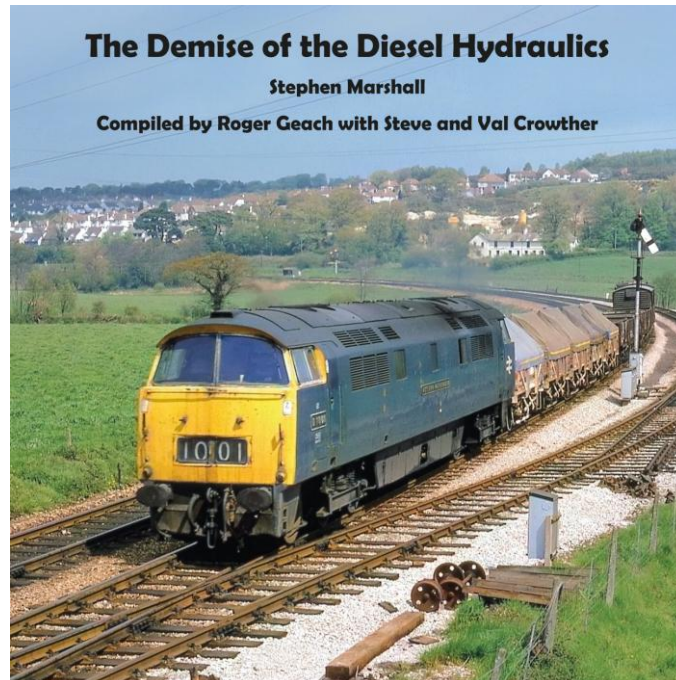
We are also always looking for new “Working Members” to come and help us with our work on the locomotives, and with all of the other essential associated work carried out both Bridgnorth and Kidderminster – no specific skills are required to help, just enthusiasm and a good sense of humour. Of course, 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/ or contact me at wp.finch@icloud.com

Book of the Month

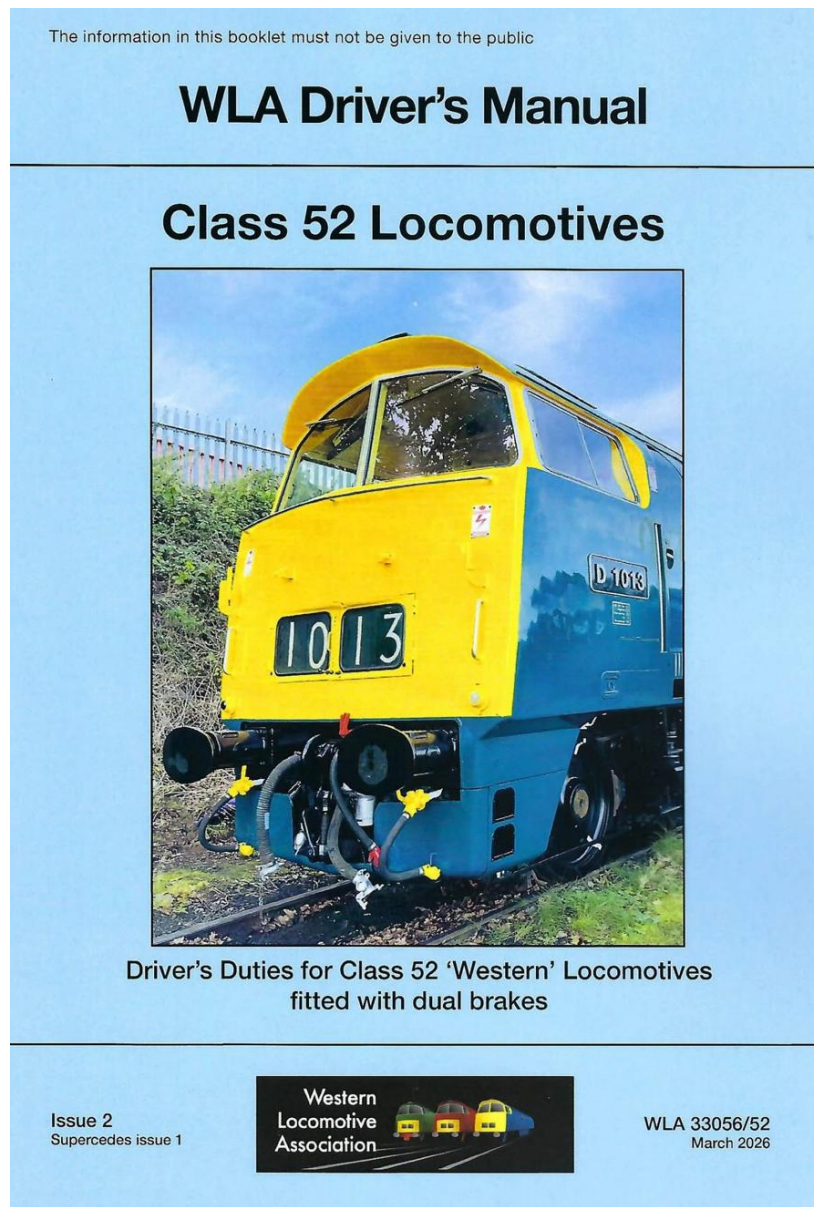
Available now at [The Demise of the Diesel Hydraulics by Stephen Marshall - Western Locomotive Association](#)

The Demise of the Diesel Hydraulics by Steve Marshall.

Sadly, Steve recently passed away before completing his book and publishing, so the book has been completed by Roger Geach & Steve and Val Crowther and is now a must have for your collection. Steve's favourite Western was D1048 Western Lady and was planning to donate the proceeds of the book to Lady's Bodywork Restoration Appeal, however, Steve's wife Hilda has already made a substantial donation to the appeal in Steve's memory for which we are so grateful.



Also available NOW...



Based on the original British rail Driver's Guide, and updated for modern day operation, this A5 size comprehensive booklet is a must-have for any Class 52 enthusiast seeking a deeper understanding of these iconic diesel hydraulic locomotives.

Providing a fascinating insight into the duties and responsibilities of a Class 52 driver, the guide explains the procedures, systems and operational practices associated with these powerful machines.

Far more than just an enthusiast's handbook, this publication also serves as the official manual for the Class 52 Driver, Secondman or Trainee, making it an invaluable reference for those involved in operating or studying the locomotive.

With 48 pages packed full of detailed information, illustrations and photographs, this booklet offers both technical knowledge and historical interest in one compact volume.

Now available from [WLA Driver's Manual for Class 52 Locomotives - Western Locomotive Association](#)

Media Coverage

Railways Illustrated – April 2026

NEWS | Heritage

‘Lady’ in waiting! D1048 benefits from a set of ‘borrowed batteries’

THE WESTERN Loco Association has said a further in-depth assessment of D1048 *Western Lady* means it could be in a position to start one of its engines ‘soon.’

The good news comes in a round-about way. A new set of batteries for D1062 *Western Courier* purchased by the WLA had all connections fitted and was fully prepared to be connected to the loco. However, with D1062 busy over the summer due to steam bans, there was no time to fit them.

Instead, they have been temporarily fitted to D1048 so they can be put

on charge to preserve their longevity, and this opportunity has duly doubled up as a chance to progress D1048’s electrical assessment.

The WLA can now reveal both dynostarters’ commutator and brush gear have been inspected. The A-end was found to have three of eight brushes seized; one has been freed and the other two are work-in-progress. All eight of B-end’s brushes are free, and all four supply cables on the B-end dynostarter have been subject to insulation testing and are within specification.

All three final drives on A-bogie have received an oil change, during which the opportunity was taken to assess the final drives. Once the existing oil was drained, the bottom plate housing the oil pumps was removed and internal areas inspected. All three oil pumps were found to be in working order in both directions; they were cleaned, and the filters removed and themselves cleaned also. All visible bearings and surfaces were as expected. Fresh oil was added following completion of each individual assessment.

Additional attention was given to final drive on No. 2 bogie (centre axle) as this is the final drive reported to have run hot many years ago. Final drives Nos. 1 and 3 were reported to be in very good condition following everything looking as expected.

The internal area of No. 2 final drive was cleaned to assess its condition. Slight signs of water ingress was evident with mild corrosion and slight pitting visible on internal casing and pump body. The old oil was found to have emulsified so it was sieved, and no debris of any kind was collected. The

There is some great news coming from the Western Loco Association with major progress on both D1013 *Western Ranger* and D1048 *Western Lady*. The two locos line up with the WLA’s other machine, D1062 *Western Courier*, at the Kidderminster BR blue photoshoot on September 26, 2023. Tom McAtee



small bearing was also assessed and found to be in good condition with no play – another very encouraging sign.

D1048 has also received an initial air brake assessment. With the air brake system back fed, two air leaks were identified. One was behind the B-side valance due to a missing Spirax valve, which has since been located. The leak in B-end cab was found to be a result of all three connections to the main air reservoir control box being disconnected.

During the handover of D1048, it was highlighted that a section of air brake pipe, underneath the engine room floor at B-end, was badly corroded and so has been removed. The WLA will refit the Spirax valve. The air reservoir control box connections will be remade and a new section of air brake pipe installed to progress air brake assessment.

Both vacuum exhausters' commutator and brush gear have been assessed, and the internals of both looked to be in very good condition. All eight brushes on exhauster No. 1 were free. Both vacuum exhausters have been energised and ran as expected, with no issues, and both are operational.

The WLA is unable to verify the integrity of the vacuum brake system as all four vacuum gauges (two in each cab) have been removed, so these will need to be replaced to progress the assessment.

The two major earth faults at A-end have been revisited. The two cables have been traced through to the instruments they supply and disconnected. Both wires were then earth-tested again to find, on both counts, that the faults remain. This proves that the major earth faults are with

the wires themselves and not the equipment they supply.

With the B-end dynostarter having passed mega testing and found to be free, the B-end oil pump was then run to lubricate the B-end engine, showing 80psi at the engine oil pressure gauge.

With the new set of batteries fitted, the B-end dynostarter was energised and successfully turned over on the transmission, which in turn turned over the engine and Serck pump. All four components responded with no issues.

The WLA said: "We can confirm that on the electrical power side, D1048, in its current condition, is capable of starting B-end engine."

Following this milestone, the working members have set about trying to achieve the same results from A-end.

The engine oil priming pump was reported to be unresponsive when energised. On secondary inspection, it was found that despite the full 110V leaving No. 1 electrical frame, zero volts were arriving at the pump motor.

The wires in question were traced to the nearest electrical junction box where the wires were retested. The full 110V were recorded at this point. The A-end oil pump motor was then separated from the pump, and it was discovered that the motor had a missing brush and cable gland, while the commutator was very dirty.

It was cleaned, a replacement brush and cable gland fitted and, using off-cuts from D1013's rewire, the motor was rewired with about one-metre-long tails. The motor was then energised on the A-cab floor and ran.

The motor was then refitted to the A-end oil pump with the new wiring pulled through the existing electrical conduit and connected to the original wiring in the aforementioned electrical junction box. A-end oil

IN BRIEF

❏ The Caledonian Railway has announced that its annual August diesel gala date has been set, and it's a week later than usual, now taking place on the second weekend of the month, August 7-9. Home fleet locos D5314 and D5370 should take part, plus possibly one of the other resident locos returning from repairs.

❏ Europhoenix Rail has agreed to send a Class 37 to the Keighley & Worth Valley Railway for its June 18-21 diesel gala. The identity of the loco is not yet confirmed, but EPR currently has 37218, 37407/423, 37512, 37611 and 37901 in its fleet.

❏ The East Lancashire Railway has made Irwell Vale station, between Ramsbottom and Rawtenstall, a request stop.

❏ Another of Harry Needle's shunters, 09014, has been collected from the Nemesis Rail site at Burton and transferred to the Churnet Valley Railway.

pump was then energised via the oil pump relay under the desk and ran with no issues reported.

The A-end engine oil priming pump is now operational. The engine dipstick was then dipped and found to be bone-dry, so the A-end engine is to be filled with oil and the last two seized brushes of the dynostarter to be freed in order to progress A-end engine, oil pump, transmission, Serck pump, dynostarter and electrical power circuit assessments.



www.railwaysillustrated.co.uk

D1013 edges closer to a return to use

THE PROGRESS being made on D1013 *Western Ranger's* overhaul at Kidderminster on the Severn Valley Railway is giving hope that the loco could return to use in 2027 and join in a proposed celebration to commemorate the 50th anniversary since the last diesel-hydraulic loco ran for British Rail – of which D1013 was involved in the farewell tour on February 26, 1977.

Throughout 2025, continual working parties exploited the warm and dry environment of Kidderminster shed, allowing the loco to progress far more quickly than working outside in all weather!

At the start of the year, the focus was on the bogie framework. In May, it was moved into the depot to be lifted again to allow a host of tasks to be completed while the loco was lifted and without its bogies. New brake cylinder seals were refitted to

the bogies, and the equalising beams are being overhauled.

New spherical bearings have been pressed into the new spring hangers; the assembly of these and the pedestal brackets is ongoing, and they were expected to be refitted during February.

There was a big push to replace the torque reaction arm suspension rubbers: each final drive has a set of rubbers, and each set took two days to replace but is now complete.

Work to complete the loco includes fitting the equalising beams, new leaf springs, refitting the intermediate gearbox and the fitting of new drive shafts; however, the latter cannot be refitted until D1013 has been back on the jacks to have the thrust brackets set up. Then the team has to repeat pretty much all these procedures on the A-end bogie.

Today's Railways – March & April 2026

"Western Ranger" planned for launch in time to celebrate 50th anniversary

The Western Locomotive Association has announced that it plans to get D1013 "Western Ranger" back in traffic for 26 February 2027 – the 50th anniversary of the "Western Tribute" railtour that saw it and D1023 "Western Fusilier" work from London Paddington to Plymouth and return, via Swansea. The tour marked the end of the Westerns in BR service.

Currently under overhaul at Kidderminster depot, the WLA admits that "the pressure is really on" but is confident that it can be done. In recent weeks the fuel pipes have been replaced and work on overhauling the "B" end bogie is "progressing well". The WLA decided that the quickest way to get D1013 back in service was to have an "aiming point" for the completion of the overhaul and the February date next year was seen as an ideal date to aim for. The WLA says it is "embracing the challenge".

It's all a far cry from the 1970s, when some enthusiasts wrote to magazines begging heritage railways not to accept diesels, claiming that the public would "turn their cars around if they saw a diesel at the head of the train". Indeed, one enthusiast recently claimed that he wrote to the then Severn Valley Railway General Manager Michael Draper asking him to consider buying Warship D601 "Ark Royal" from Barry Scrapyard. He claims that he received a polite, but firm, reply stating that Draper didn't feel there would be much enthusiasm from the public.

TODAY'S RAILWAYS UK 289

2857 is prepared for its boiler lift

On 5 January, three years and three days after it last ran following the expiry of its boiler ticket, GWR 2857 arrived at Bridgnorth behind 200 to enable it to be prepared for its boiler lift.

The journey from Kidderminster took two hours, due to travelling at reduced speed and driver Rob Sheffield making regular stops to ensure all was well with 2857.

The 2857 Society will commence its list of jobs to ensure that it can have the boiler lifted by the end of March, and the bottom end prepared for trip to Riley & Sons in April.

In January 2025, the society had launched an appeal to raise £100,000 towards 2857's overhaul. In January this year it announced that it had raised nearly £80,000 of that target, and is very hopeful it will reach £100,000 before the bottom end departs for Riley's.

Nasty surprise for Class 50 Alliance as pistons removed from 50007

The Class 50 Alliance is faced with a big bill following the removal and examination of seven pistons from 50007 "Hercules" at Kidderminster depot on 4 January. One piston on the "A" bank was found to be severely damaged, caused by the top compression ring breaking and then coming away and damaging the piston crown. Four other pistons were found to have broken piston rings, but without any damage to piston crowns.

The next plan is to remove all the liners and replace them for new liners along with the new big end bearings, a costly exercise but essential for main line work.

Last year 50007 had all the cylinder liners replaced and all of the piston rings and big end bearings on "B" bank renewed.

Busy year ahead for the WLA

2026 is set to be a busy year for the Western Locomotive Association at Kidderminster depot, often referred to as "Old Oak Common" due to the number of hydraulics there.

As the clock ticks towards 26 February 2027, when the WLA hopes to have D1013 "Western Ranger" ready to celebrate the 50th anniversary of the Western Tribute railtour, the loco has had its second engine installed. This came from D1056 "Western Sultan" and was lowered into D1013's "B" end during January. There are many other jobs to complete on D1013 if it is to be ready for next February, including work on its bogies, but the WLA is confident that D1013 will be up and running by then. A set of new batteries have also been ordered for the loco.

D1062 "Western Courier" requires lifting, so that the compensating beam can be changed at its "A" end and will also require its fuel pumps to be overhauled along with replacing the decompression valves on both engines and a host of other jobs.

Meanwhile, an assessment of D1048 "Western Lady" has revealed that it is in better condition than originally thought.

In other good news, the two MTU 538 engines have arrived from India.

PRESERVATION

David Russell

First Mk.4 coaches enter preservation

New group acquires a pair of former LNER vehicles

FEBRUARY saw the entry into preservation of two Mk.4 coaches, with the acquisition from Beacon Rail of two vehicles from Workshop by 225 Preservation, a recently formed organisation headed by a number of familiar names in preservation circles. Nos. 11412/26 had both been taken out of service by LNER in November, being two of the 16 coaches removed from its eight Mk.4 sets when they were reduced from nine to seven vehicles (plus DVT) in November 2025.

The two coaches were, on February 6, taken from Workshop to a secure compound at Tuxford, located, appropriately, adjacent to

the East Coast Main Line on which they previously operated. The site should soon have a power supply, and specialist equipment will be used to ensure the vehicles are powered up on occasions, ensuring their condition does not deteriorate. It will also enable the owners to build resources and expertise on maintaining Mk.4 rolling stock.

Nos. 11412/426 were chosen for preservation on account of their condition and not having been robbed of parts. As former coach 'M' vehicles in the '225' sets, they were fitted with a pressure ventilated section designed for passengers who wished to smoke, being among the

last specially designated smoking coaches built in Europe. In the short term, 225 Preservation is looking to organise special dining events with the coaches as well as using them for educational activities.

Looking ahead, the new owners are aiming to save at least one vehicle of each type of Mk.4 coach, these being Driving Van Trailer, three variants of First Open, a catering car and three types of standard class coach. In addition, it hopes to be able to acquire at least two Class 91s, partnering with other organisations to preserve and operate a complete '225' set for use on the main line. With pathing being a problem for many charters on routes such as the East Coast Main

Line, a Class 91 and rake of Mk.4 coaches – with its quicker speed and faster acceleration – could provide a possible solution for some types of railtour.

225 Preservation was formed in October 2025 as a Community Interest Company to preserve the legacy of the InterCity 225 for future generations. Among those involved are Craig Owen of 125 Preservation, Ben Denton-Cardew, who was involved in saving many of the Glasgow Subway 'Clockwork Orange' cars, Jacob Baldwin, instrumental in setting up the new organisation and previously involved in the 225 Group, and Graeme Gleaves, well known for his contribution to many EMU preservation projects. 

Western Ranger bogie progress

ON February 21, a lift of No. D1013 Western Ranger was undertaken to enable the 'A' end bogie to be removed and the 'B' end bogie refitted, with the accommodation bogie swapped from one end of the locomotive to the other, thanks to the Kidderminster depot turntable. The overhaul of the refitted bogie is virtually complete, with just a few tasks to complete, and work has begun on removing all the crud from the 'A' bogie in preparation for its overhaul.

The Western Locomotive Association has recently placed an order for a new set of carden shafts, costing around £28,000 plus VAT. This will enable the carden shafts earmarked for the 'A' bogie of No. D1013 to be fitted to No. D1062 Western Courier when it undergoes a lift to replace an equalising beam in the coming months; the newly ordered pair, which are due for delivery during the summer, will then be used on No. D1013.

Separately, the WLA has now delivery of its two MTU power units which have been shipped over from India. They arrived at Kidderminster on February 11 and have been successfully barred over.



Pacers in the Plym Valley: During an enthusiasts day at the Plym Valley Railway where HST power car No. 43063 was revealed in its new Intercity 'Swallow', passenger services were handled by 'Pacer' No. 142023 which is seen passing 143618 in the yard on February 8 with the 14.45 Marsh Mills - Plym Bridge. JON HIRD

MULTIPLE UNIT DEVELOPMENTS

CALDER VALLEY MOVES TO LLANGOLLEN

EARLY March saw the movement of the only surviving three-car Class 110 set from the East Lancashire Railway to the Llangollen Railway. The first car, DMBC No. 51813, arrived in Wales on March 2, with the other two cars (DMCL No. 51842 and TSL No. 59701) due to follow soon

after. Some recommissioning and overhaul work is planned, and the DMCL is expected to be in traffic later in the year.

The addition of the 'Calder Valley' unit to the Llangollen Railcars fleet will help fill a void left by the removal from service of the resident Class 104 set for overhaul at the end of the 2025 operating season.

Another arrival at the Llangollen

Railway is the Vintage Carriages Trust's railbus No. 79962, which was transported from Ingrow on February 26/27.

DEBUT FOR PRESERVED CLASS 150

THE Mid Hants Railway's No. 150231, which is the only Class 150 to be preserved to date, made its first passenger runs in preservation

on February 15. Operating over the half term period, it covered 323 miles over the next few days.

OSWESTRY 'PACER'

PREVIOUSLY located at the Tanat Valley Railway, GWR-liveried No. 143619 was, during February, transferred to Cambrian Heritage Railways' Oswestry base where it is to be readied for service.

Severn Valley Railway News – Running Dates & Events

Our Operating Days for the 2026 Operating Season are published as follows:-

| | | |
|-----------|--------|---------------------------------------|
| Thursday | 14-May | Spring Diesel Festival |
| Friday | 15-May | Spring Diesel Festival |
| Saturday | 16-May | Spring Diesel Festival |
| Sunday | 17-May | Spring Diesel Festival |
| Sunday | 24-May | Table C+ S3 Diagram (One Return Trip) |
| Monday | 25-May | Table C+ S3 Diagram (One Return Trip) |
| Tuesday | 26-May | Table C+ S3 Diagram (One Return Trip) |
| Wednesday | 27-May | Table C+ S3 Diagram (One Return Trip) |
| Thursday | 28-May | Table C+ S3 Diagram (One Return Trip) |
| Friday | 29-May | Table C+ S3 Diagram (One Return Trip) |
| Friday | 05-Jun | Private Diesel Footplate Experience |
| Saturday | 13-Jun | Table C- S3 Diagram (One Return Trip) |
| Sunday | 14-Jun | Table B S3 Diagram (One Return Trip) |
| Friday | 26-Jun | Diesel Footplate Experience |
| Friday | 03-Jul | Diesel Footplate Experience |
| Tuesday | 21-Jul | Table C+ S3 Diagram (One Return Trip) |
| Wednesday | 22-Jul | Table C+ S3 Diagram (One Return Trip) |
| Thursday | 23-Jul | Table C+ S3 Diagram (One Return Trip) |
| Saturday | 25-Jul | Table D S3 Diagram (Two Return Trips) |
| Sunday | 26-Jul | Table C+ S3 Diagram (One Return Trip) |
| Tuesday | 11-Aug | Table C+ S3 Diagram (One Return Trip) |
| Wednesday | 12-Aug | Table C+ S3 Diagram (One Return Trip) |
| Thursday | 13-Aug | Table C+ S3 Diagram (One Return Trip) |
| Friday | 14-Aug | Diesel Footplate Experience |
| Saturday | 15-Aug | Table D S3 Diagram (Two Return Trips) |
| Sunday | 16-Aug | Table C+ S3 Diagram (One Return Trip) |
| Tuesday | 25-Aug | Table C+ S3 Diagram (One Return Trip) |
| Wednesday | 26-Aug | Table C+ S3 Diagram (One Return Trip) |
| Thursday | 27-Aug | Table C+ S3 Diagram (One Return Trip) |
| Saturday | 29-Aug | Table D S3 Diagram (Two Return Trips) |
| Sunday | 30-Aug | Table C+ S3 Diagram (One Return Trip) |
| Monday | 31-Aug | Table C+ S3 Diagram (One Return Trip) |
| Thursday | 01-Oct | Autumn Diesel Festival |
| Friday | 02-Oct | Autumn Diesel Festival |
| Saturday | 03-Oct | Autumn Diesel Festival |
| Sunday | 04-Oct | Autumn Diesel Festival |



[Home](#) / [Spring Diesel Festival](#)

Thursday 14 – Sunday 17 May

The annual Spring Diesel Festival returns – the biggest diesel event around!

What to expect at the Spring Diesel Festival? Our four day diesel festival will feature both guest and home-fleet locomotives operating a busy timetable between Kidderminster and Bridgnorth. If you love diesel, this is the place to be! Ride behind every locomotive, visit The Engine House at Highley to break your day, or sample the finest real ales in our pubs, as you experience the Severn Valley at its loudest!

We'll be updating this page with more detailed information a bit closer to the date.



[Dates from 14–17 May](#)

Prices:

| | |
|--------------------|---------|
| Adult, from | £40.50 |
| Child (4-17), from | £27.00 |
| Small Family, from | £67.50 |
| Large Family, from | £108.00 |
| SVR Member, from | £27.00 |

[BUY TICKETS](#)

Important Information:

- One, two, three and four day rover tickets available.
- Tickets can be purchased in advance, saving 10%, or on the day from station Booking Offices.
- Day Rovers are the only ticket type available, short journey and single tickets are not available.
- Passengers can occupy 1st class seats without being charged a supplement.
- SVR Shareholder and working members passes – valid.

SVR visit for 55009.



The Deltic Preservation Society in conjunction with the Severn Valley Railway, are pleased to announce that 55009 Alycidon will be spending some time at the SVR this coming spring. Highlight of the locomotives stay will be its appearance at the Spring Diesel Festival from the 14-17th May. Visit the SVR website for tickets and all the latest information as it becomes available. <https://svr.co.uk/specialevents/spring-diesel-festival/> There are more dates to come for this loco, stay tuned for...

Member's Forum & Gallery

"Memories"

Another **fantastic** selection from Wilfred Rickard, I am so grateful to Wilfred for sharing with us his memories...

1. D1012 Western Firebrand after arrival at Birmingham New Street from Paddington. Class 86 in background
14th August 1974



2. D1064 Western Regent with empty minerals passing through Newbury en route to Westbury 8th August 1974



3. D1013 Western Ranger (our own) with empty stock passing through the wash plant at Lanhydrock Road, Laira 7th September 1975



4. D1010 Western Campaigner arriving at Plymouth from Penzance 14th February 1976. Taken from the Telegraph Office, 4th Floor Tower Block, Plymouth North Road



5. D1068 Western Reliance passing Cowley Bridge Junction for Exeter, train from Paddington. Branch to Barnstaple on left 2nd October 1976



6. D1013 Western Ranger and & D1023 Western Fusilier passing Aller Junction, Newton Abbot bearing the Western Tribute headboard, en route to Plymouth 26th February 1977



Wilfred then finished with these pictures taken from the cab of D1039 Western King Taken on 4th June 1971 between Newton Abbot and Torquay, approaching Aller Junction. Note the experimental cab ventilator and the very useful Bardic hand lamp.





And another photograph from Stephen Taverner, this time of D1010 Western Campaigner running around its Western Requiem train at Treherbert on 13 February 1977.



Finishing this month's memories, the latest selection from Andy Collett, all taken in April 1974, just 52 years ago!

We start with a selection from Swindon Works, starting with D1002 Western Explorer on 28th April 1974.



D1004 Western Crusader



D1007 Western Talisman, following the West Ealing accident.



D1032 Western Marksman & D1017 Western Warrior



D1042 Western Princess and D1060 Western Dominion in the background.



Some more cheery pictures from Old Oak Common Depot, taken on 6th April 1974, starting with of D1021 Western Cavalier.



, D1045, D1057
D1045 Western Viscount around the turntable



And D1057 Western Chieftain



Here is that one of D1048 Western Lady again, with D1051 Western Ambassador visible to the right at Swindon Stabling Point - taken on 28th April 1974



And we end with D1060 Western Dominion, back at Swindon Works in A Shop on 28th April 1974.



Closing Notes and Book Ends

I thought it would be nice to end by sharing some pictures of the progress at Kidderminster with the platform extension, and featuring the DTG's D1015 Western Champion, with pictures shared by Steve Widdowson.



And to end, a recent Working Member Update made my smile – it simply said:-

Our Colleague
1 – Working
2 – At Height



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

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

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

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

Next Member's e-Newsletter should be available on or around 1st May

<https://westernlocomotives.com/>

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