



## Western Locomotive Association e-Newsletter – June 2026

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

As always, a busy month, with Working Members going “above and beyond” in preparing D1062 Western Courier for a return to service, completing an extensive work list over the Winter / Spring maintenance period, and of course addressing the unexpected equalising beam issue which necessitated an unplanned lifting of the locomotive. Major jobs completed included the fitting of a new equalising beam, the fitting of new bogie cardan shafts, the re-certification of air receivers, bogie height checks, engine checks and brake checks and many other jobs, the list seemed endless. The objective was of course for the locomotive to appear at the Severn Valley Railway Spring Diesel Gala, followed by 6 days of scheduled operations over the Half Term Holiday.

Unfortunately, we were not able to get Courier ready in time for the Gala and although it was a tough decision to make to withdraw the locomotive from the Gala, we feel it was the right call and thank you for all of the support we received following this decision. We were disappointed but please be assured it was not through a want of trying.

Did we get the locomotive ready for the Half Term Holiday – read on and find out...

### A Glimpse into The Future...

I made use of my Time Machine this month and took a quick trip into the near future and managed to capture this picture of D1013 Western Ranger (possibly) ticking over nicely on one Maybach...



Let's hope that very soon this view is a reality – and thanks to the DTG's D1015 for allowing this image.

Also, during the Gala, and whilst leading one of the TMD Tours, another great picture of D1013 basking in the sunshine.



Another great photograph shared earlier this month on social media by Mike Tromans caught D1048 Western Lady taking central stage – but surrounded by classmates.



Selling fast is our latest piece of artwork – **“Western Trilogy”**

A superb, ready mounted A3 print of our three WLA locos - Ranger Lady and Courier, standing in front of the carriage shed at the Autumn 2024 Diesel Gala. Digitally printed from the original painted by Mike Tromans.

A limited edition of seventy-four prints will be produced, and you can choose your favourite locomotive from D1000 to D1073, which Mike will add to the print and sign. Half of the class have already been taken so please email [miketromans@yahoo.com](mailto:miketromans@yahoo.com) before ordering to check if your locomotive is still .

Orders can be placed at: - [Western Trilogy - your chance to own a masterpiece - Western Locomotive Association](#)



Western Trilogy is seen at the Spring Diesel Gala, alongside other WLA artwork. If you are interested in any of the things you see, please contact us.



Definitely worthy of mention, Working Member Peter Stokes has this month has had his hair shaved off in support of Macmillan Cancer Support and their “Brave the Shave” initiative. Please support Peter at the below link / or go to Macmillan Cancer Support Brave the Shave...

[Profile](#) | [Brave The Shave](#) | [Macmillan Cancer Support](#)



Ending this introduction, and of course covered later in this e-Newsletter, the DTG's D1015 Western Champion was back in action this month and hauled The Golden Hind on Saturday 23rd May, a non-stop run from Paddington to Plymouth and back. The locomotive is seen here at the end of the day back at Paddington under the magnificent arched roof and overlooked by Isambard Kingdom Brunel himself.



## **In this e-Newsletter**

Features in this e-Newsletter include the following:

- News from The Chair.
- D1013 Western Ranger – A Progress Update
- D1048 Western Lady – A Progress Update
- D1029 Western Legionnaire... (Revised)
- Monthly News Updates – an update on all that has been happening over the last month.
- Member Gala Memories
- 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

The **HOT** weather finally brought the **HOT** news that D1062 Western Courier had successfully returned to traffic, just in time to operate its scheduled services from Sunday 24<sup>th</sup> to Friday 29<sup>th</sup> May. An amazing achievement, considering the amount of work carried out on the locomotive during its extensive winter maintenance programme. Unfortunately, a few set-backs conspired against the locomotive being ready in time for the SVR's Spring Diesel Festival, but it wasn't for the want of trying.

Judging by the great number of comments on social media, I think it's fair to say that our members were just grateful for the work being carried out and appreciated the enormous amount of time and effort put in by Darren and the team. Certainly, the pressure was on to have the loco ready for the operating season, with the test run and final inspection taking place on Saturday 22<sup>nd</sup> May, the day before our first running day!

Not all was lost however from not being able to operate at the Spring Diesel Festival as the Sales Team stepped in and took around £5.5k in sales, which is a credit to those who helped Peter with the stand and takings, plus the help from Paul & Others with the Depot Tours which bought in a further £552, so £6k in total!

And there's more! Our membership numbers rose steadily too, currently around 657, just 3 below our target of 660 for 2026 and it's only just the beginning of the season – overall, a pretty successful team effort and positive outcome, I would say!

It should be noted that following D1062's return to traffic, the locomotive has now already completed 6 operating days, with no major problems reported. Of course, there will be some fine-tuning & adjustments to be made as the locomotive settles down from all the work carried out over the winter.

That aside, work has now already turned back to the continuing bogie overhaul on D1013 "A" end. As I write these notes, I understand that Graham and his team are removing the intermediate gearbox and equalising beams, which will provide more access to cleaning out of accumulated the dirt (volunteers gratefully received!).

All being well, the bogie will be moved onto the pit road from Sunday, 21<sup>st</sup> June to Friday 24<sup>th</sup> July to allow for cleaning underneath, the removal of the centre torque reaction arms, in addition to carrying out NDT work before the refitting the torque reaction arms and the replacement of all torque reaction rubbers – phew, and that's not just the warmer weather!

Some good news also with D1048 as the Locomotive Appeal has been well supported with some great donations this year, meaning that we're not far off our initial target of £15k for bodywork to help with the long-term preservation of the loco. In the meantime, the on-going assessment will continue, and I look forward to reporting progress on this, later on in the year.

Finally, a big thanks for everyone who has supported the WLA over the last few months especially – the working members, those of you who work "behind the scenes", those of you who have recently joined us and all those who made donations or bought items from the sales stand or supported us in any way. As I've said many times before, we couldn't do this without you!

See you on the Valley!

Roger Smith  
Chairman



## **D1013 Western Ranger Progress Update**

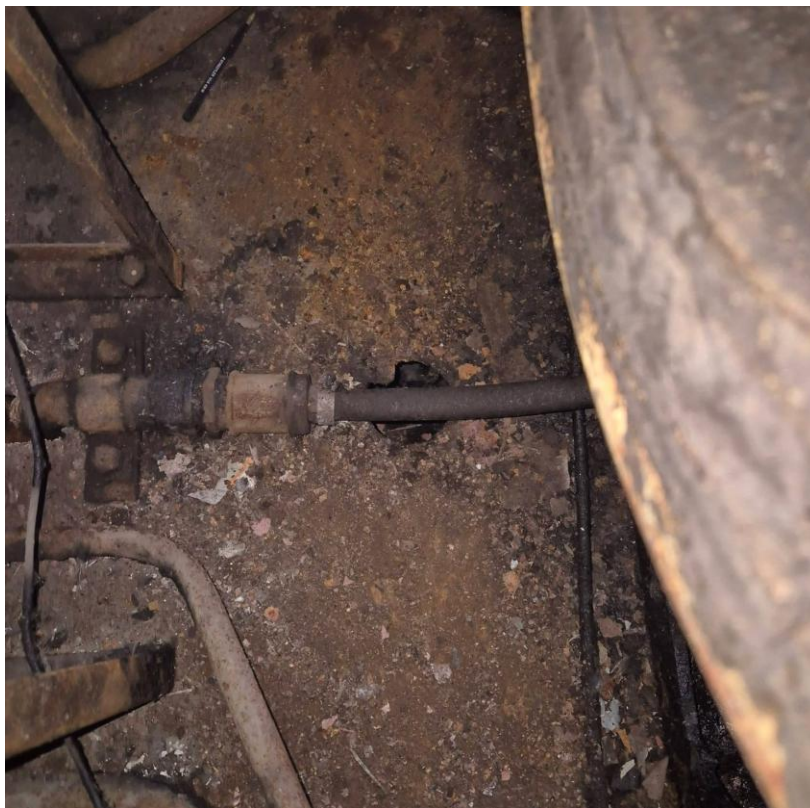
See Monthly News Updates this month.

## **D1048 Western Lady Progress Update**

See Monthly News Updates this month. However, some news we shared last month was reshared this month on social media by Mike Tromans with interesting additional photographs.

Mike is hoping to get oil into Lady's "A" end engine soon, this is the engine where the oil filler pipe was found to be split underneath the flywheel – however after much effort, it was removed and a new pipe has now been delivered and is ready for fitting.

The old pipe is seen in its inaccessible location in the first picture, followed by "old" and "new" in the second.



Also, this month, we had some great pictures shared with us of D1048 back in 2022 by Phil Childs...



And one last picture of the team involved.



### **D1029 Western Legionnaire (Revised)...**

Last month I shared with you all Mike Woodhouses' recollections, provided by Graham Howell, regarding D1029 Western Legionnaire. Unfortunately part of the story was missed – so it is repeated below in full.

“On 13<sup>th</sup> April 1964, the last new Western diesel hydraulic mainline locomotive D1029 Western Legionnaire to be built at Swindon Works in BR maroon paint and small yellow ends entered service. The last Western was used initially for test purposes on the mainline between Swindon, Bristol, Bath, Badminton and Swindon to Didcot. From 13<sup>th</sup> April 1964 to 14<sup>th</sup> July 1964 the loco saw many dynamometer car workings before going into full Western Region traffic and was allocated to 82A Bristol Bath Road.

During this time the public relations office at London Paddington received letters stating that the locomotive nameplate was incorrectly spelt and the fact that a second 'N' should have been fitted to the nameplates. British Railways apparently told the press that the mistake would be rectified at the loco's next visit to the works for overhaul. However, this did not happen as the loco entered Swindon Works on 15<sup>th</sup> September 1967 for an unclassified collision repair and full repaint into BR blue and full yellow ends.

Finally in April 1969, D1029 entered Swindon Works for an intermediate repair and its dual braking conversion. At this time the miss-spelt nameplate would be corrected. D1029 Western Legionnaire left Swindon Works in April 1969 (the 16th dual braked locomotive). She went back to 82A Bristol Bath Road.

Then in November 1974 D1029 was withdrawn from traffic at Plymouth Laira depot due to 'A' end collision damage, the 21st Western to be condemned. “

And resharing from last month...

“My recollections regarding the misspelt nameplate go back to when the locomotive came to the works for its dual brake conversion. I recall quite clearly the nameplates being taken off the bodysides and being sent to the 'W' shop where all the nameplates were put together.

On a Western this was quite a task as each number and letter are individually cast, polished, drilled and then screwed to the steel backplate.

To explain a little on the designation of 'W' shop. All of the workshops on what was collectively known as loco side were given letters. 'A' shop was split into several different sections. AE shop was loco erecting, AM shop was machining and some other ancillary functions such as cardan shaft repairs, transmission overhauls. AW shop was where the wheels were overhauled, new tyres etc.

Whereas the carriage side of the works were designated with numbers to each workshop. 15 shop for instance was the machining shop.

In later years the 'A' shop was designated number 5 shop just to confuse you, but this was only done when the carriage works closed and all the carriage activities came to the loco side of the works.

So, back to D1029. After the plates were corrected and repainted, chargeman Bill Pobjoy and one of his team refitted the plates back onto the loco. I can recall this clearly as I worked with Bill roughly at the same time. Both of these men then went on to work with us during the time D1062 was in the works prior to moving to the Torbay Railway. See the below photo of some of the men with D1062 outside the works in 1977. Bill is forth from the left and his brother Wally is fifth from the left. Wally for instance was one of the team who refitted the engines and bogies."



A big thank you to Graham Howell and Mike Woodhouse for sharing these memories.

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

**Saturday 2<sup>nd</sup> May**

Successful Pre Heater Testing being carried out at Bridgnorth on Saturday 2<sup>nd</sup> May.



Also on Saturday 2<sup>nd</sup> May, D1013 received some further attention, and the bogie primary leaf springs were removed, exposing more areas for cleaning 😊

There are still four brake cylinders to remove plus one thrust bracket damper.

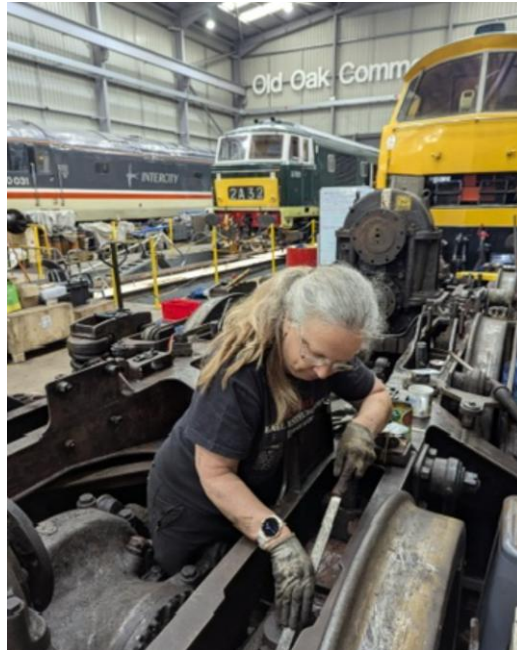
Momentum however returns to Ranger's Bogie Overhaul.



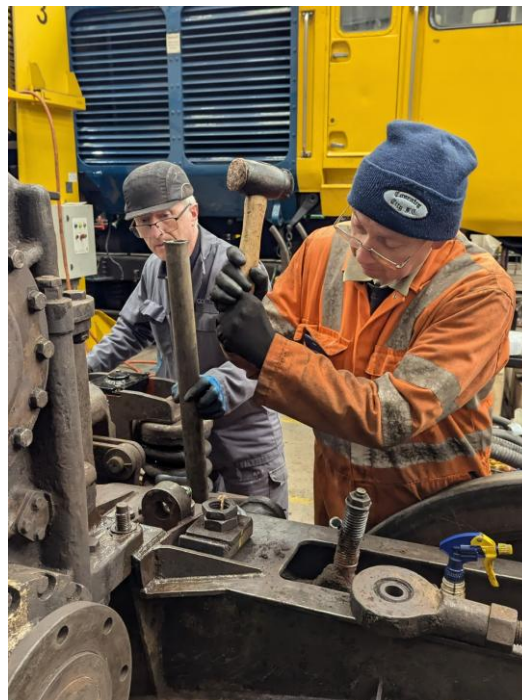
## Wednesday 6<sup>th</sup> May

Sally, Greg, Krystian, Mark & Robin were all in attendance today, Sally focusing on archaeology, whilst others focused on the removal of the Intermediate Drive from Ranger's bogie. One stubborn bolt meant the expected removal today was delayed. Krystian and Greg made great progress removing brake cylinders with two more completely removed and the final two well on the way. Robin and Mark spent time on Courier testing for air leaks following the certification of the air receivers, and thanks to Richard Williams for repairing a damaged air pipe.

The archaeologist... (and a number of historical artifacts in the background!)



Some images showing "brute force..."





Job done...



Some great teamwork...



And some archaeology...



See next page for the end result and a job well done...



An update from Darren following all / other work carried out in the first week of the month...

Some great progress made – Courier finally had all of the air receivers fitted by close of play on Saturday. Unfortunately, a split pipe was discovered (see below) but this has since been repaired, as reported above, and is now refitted. Robin and Mark then focused on tightening the fittings and addressed a number of air leaks.



A preliminary brake test was also carried out.

The main output shaft has had the tap washers fitted and is ready for torquing up.

It has been noticed that the second man's sliding window requires some attention.

It is also planned to get Ranger over the pit ASAP for an underframe inspection, before taking up permanent residence in TMD Lane 3 so that we can start to focus on the locomotive itself. "A" end bogie will also be moved to the pit road in June so that NDT work can be carried out, and the torque reaction rubbers changed.

Ian Williams has also been booked to address the welding required around the boiler room windows and the valances.

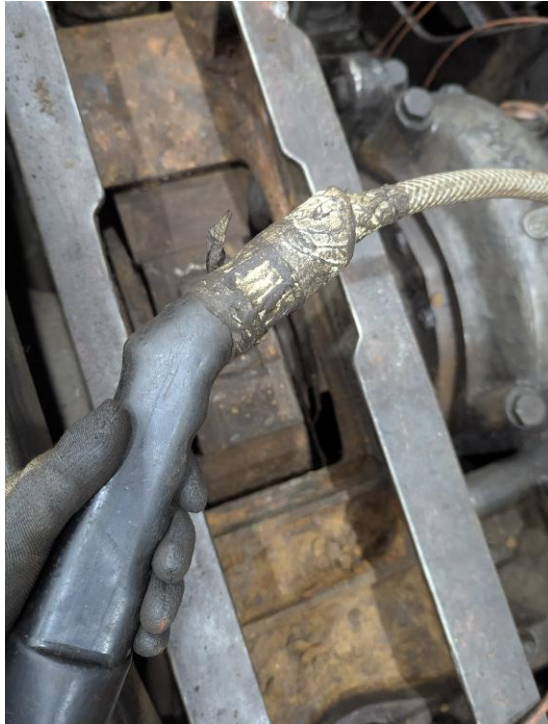
So, there is a great deal of work coming up.

## **Friday 8<sup>th</sup> May**

Coop was busy fitting battery boxes, whilst Sally moved on to chiselling the bogie, as scraping was not being effective in certain areas and a bit more force was needed.

Painting of lifting brackets was also carried out.

Oh, and some modifications / surgery carried out on the vacuum cleaner involving masking tape to add some additional hose (for better access to small places), and to seal a hole! Well done Sally.





And of course, Coop was busy with the battery boxes.





Dave Marsh also busy giving the springs a good clean up.



### **Saturday 9<sup>th</sup> May**

The head code boxes give this one away – a check up on D1023 Western Fusilier, now located in the Engine Shed at Didcot. Looking good but still a great shame that no one is allowed to work on the locomotive.





## Tuesday 12<sup>th</sup> May

Phil Hiscocks has reported back that the two window frames from D1013 have now been straightened – although the old threaded studs are still in place and need to be addressed. Glass has also been ordered – enough glass for 3 locomotives to be reglazed plus 2 spares for the future (one frosted and one clear.)



## Wednesday 13<sup>th</sup> May

Bogie cleaning continued and more brake cylinders removed.



The best quote this month on the Working Members WhatsApp group - "Bloomin' Heck - I have spent two days trying to free this, Paul Northcott had a go too, and then it just fell out!"



## Thursday 14<sup>th</sup> – Sunday 17<sup>th</sup> May – Severn Valley Railway Spring Diesel Gala

Some Gala Memories ...

The Sales Team read and waiting to sell...



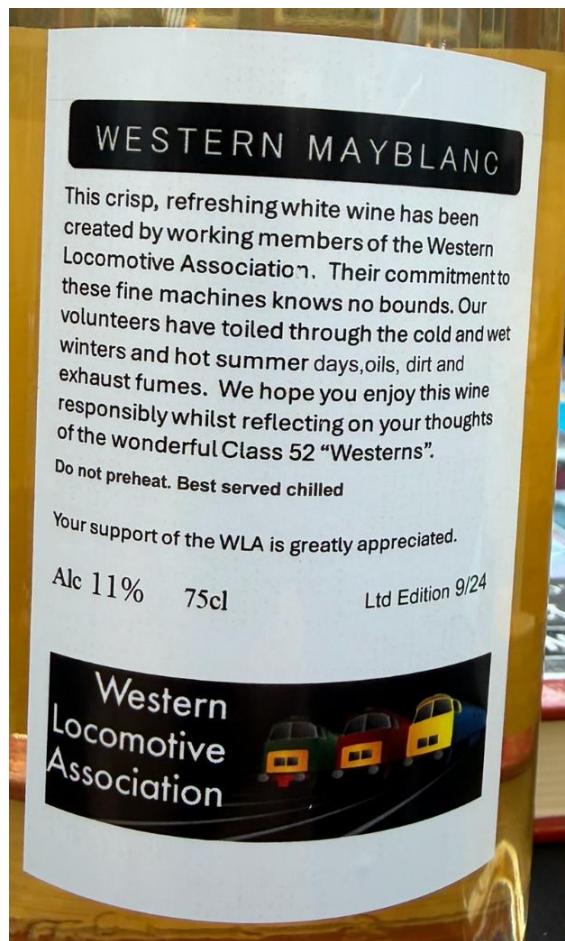
Shortly afterwards, some of the team were spotted taking light refreshment in a break from the rush.



A hot seller on the Sales Stand this year, limited edition Western Mayblanc white wine, it certainly sold well.



Essential drinking instructions on the label - do not pre-heat, best served CHILLED 😊



Some star guests at The Gala – D5009 Alycidon, seen approaching the new signal gantry at the end of the now extended platform at Kidderminster.



Then later in the Gala , seen outside the station building at Kidderminster.



Class 57 and Class 56 – a comparison outside the Kidderminster Railway Museum.



Another star guest – 59 001.



TMD Partners, D1013 Western Ranger and the DTG's D1015 Western Champion, awaiting next turns of duty !



The DEPG's Hymek D7018 proved to be a popular addition to the line-up.



Also, in the TMD and captured during one of the many TMD Tours, D821 is seen on the turntable, with the hydro shunter looking on in the background.



The turntable proved to be popular for storage – 20 048 taking up residency.



TMD Tours were again very popular – an unusual visitor in the jacks inside the TMD.



Peter Bamber is seen explaining the intricacies of a Class 52 bogie.



What a Line Up – you never knew what to expect when taking the next tour into the TMD – Class 67, Class 52, Class 35 and Class 55.



This was a BIG surprise - D1067 Western Druid in the TMD, and 67 006 looking in and wondering how this happened.



Competition time - which front end wins the best-in-class award?

Part 1



Part 2



And finally, caught at the end of The Gala, our very own Sales Officer counting the cash !



### **Meanwhile, work was carrying on...**

Courier was due to be positioned over the Side Pit on Thursday 14<sup>th</sup> (the 1<sup>st</sup> day of The Gala) but the move was delayed, the move being successfully completed on Friday 15<sup>th</sup> – following the movement / relocation of the Class 67 which was blocking the entrance to TMD2 (as seen in the pictures.)

With D1062 now in position, the Thrust Brackets were finally torqued up by Darren & Kyrstian.

An easier way of carrying out the torquing was also devised, rather than struggling within the confines of the pit. When doing Ranger in the not-too-distant future requires the same torquing to be carried out, the side pit will be required.

Locknuts were also fitted, the assembly marked up and split pins fitted to complete that task.

The "A" Team – Darren & Kyrstian.



On Friday 15<sup>th</sup>, Mark Perry was able to reconnect the fuel and coolant pipe and all of the associated brackets.

The completed jobs:-



The following jobs still need to be carried out to make the locomotive ready :-

- Lateral Damper torqued.
- Brake Stays reattached.
- Bogie heights checked.
- Spring Locknuts tightened.
- Checking of all fixings.
- Brake Rigging to be adjusted on both bogies.
- A final underframe inspection.
- Main Output Shaft Bolts require Torquing up.
- Floor in vestibule refitting.
- Refitting of the remaining water pipes.
- Refitting of the footboards on the air receivers.
- Final electrical checks.
- Preseason engine checks and start.
- A complete brake test.
- The completion of the B Exam.
- A shakedown run and a post operation underframe inspection.

With only a week to go before the WLA's 1<sup>st</sup> running week over Half term, this is going to be a huge effort.

### **Monday 17<sup>th</sup> May**

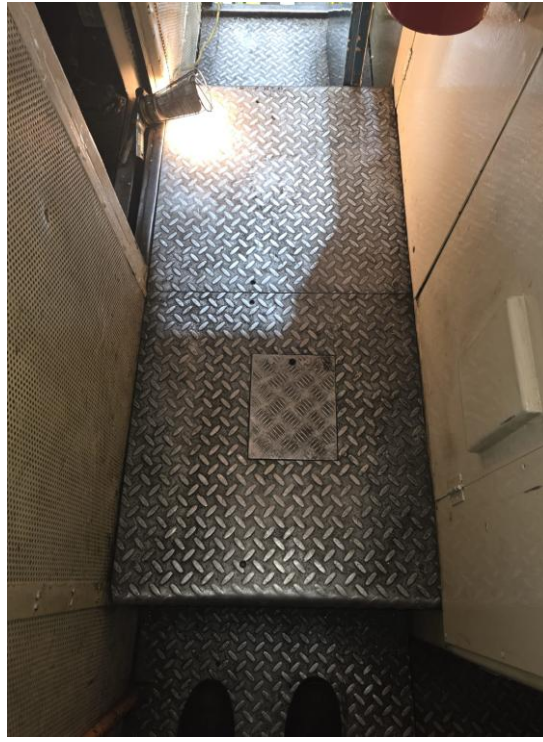
A successful day with the following jobs ticked off...

- Batteries charged.
- Lateral damper torqued.
- Brake stays reattached.
- Main Output Shaft torqued, marked and tabbed.
- Slip Sensor refitted.
- Driver's Seat refitted.

Main output shaft is seen below – torqued , marked and tabbed.



And floors refitted.



Still to be completed :-

- Refitting of remaining water pipes.
- Refitting of footboards on the air receivers.
- Checking of bogie heights.
- Spring locknuts to be tightened.
- Brake rigging to be adjusted on both bogies.
- Checking of all fixings.

With these jobs ticked off, we can think about engine checks and starting the pre-heaters.

### **Tuesday 19<sup>th</sup> May**

More great progress and just the footboards at "B" End to finish off.

A bonus was that "A" End Preheater was started and the engine preheated to just under 40c. Oils were then checked on "A" End with no coolant or water noted.

The plan for Wednesday 20<sup>th</sup> is as follows:

- Complete the fitting of the footboards.
- Completion of electrical checks.
- Greasing of "B" bogie shafts.
- Pre-season engine checks.
- Further "B" Exam work.
- Engines to be started.
- Brake Tests (if time permits.)
- Tidy-up the loco.
- Sign off completed worksheets.

## Wednesday 20<sup>th</sup> May

D1062 started for the 1st time this year, although only "A" end, plus a full brake test carried out, with the start of "B" end planned for Saturday 23<sup>rd</sup> along with a Test Run to Bewdley.

Post Test Run, a full underframe inspection will be carried out, all paperwork will be completed, and fingers crossed, D1062 will be signed off as back into traffic.



## Saturday 23<sup>rd</sup> May

Whilst many were out enjoying a trip behind The DTG's D1015 Western Champion on The Golden Hind, others were busy at Kidderminster...

Behind the scenes work done was being carried by Coop to fit air vents to one of the containers in order to try and alleviate any dampness inside the container and so keeping the precious and often expensive spares stored in the best possible condition. Previous to this, three visits were needed for jungle clearance to gain access to fit the air vents. Before and after images give an idea of the amount of work involved to complete one small piece of the large jigsaw.



The jungle prior to clearance in order to gain access to fit the air vents.



The above just goes to show that there are times when working members aren't always working on the locomotives as other jobs also require attention in the background. This is one of the reasons why things take as long as it takes to achieve the overall goal.

Another visit is required to drill and fit internal ducting to complete the job.

Thanks Coop for this report and update.

Now onto to D1062 and the start of "B" end and the Test Run... Excitement is now building!



Later in the day, Ranger & Courier were caught side by side by Sally after the successful Test Run.



Thanks to the great team that put in so much effort and hard work to make this happen, and D1062 seen at a “rare” location.



And of course, a couple of photographs of The Golden Hind...

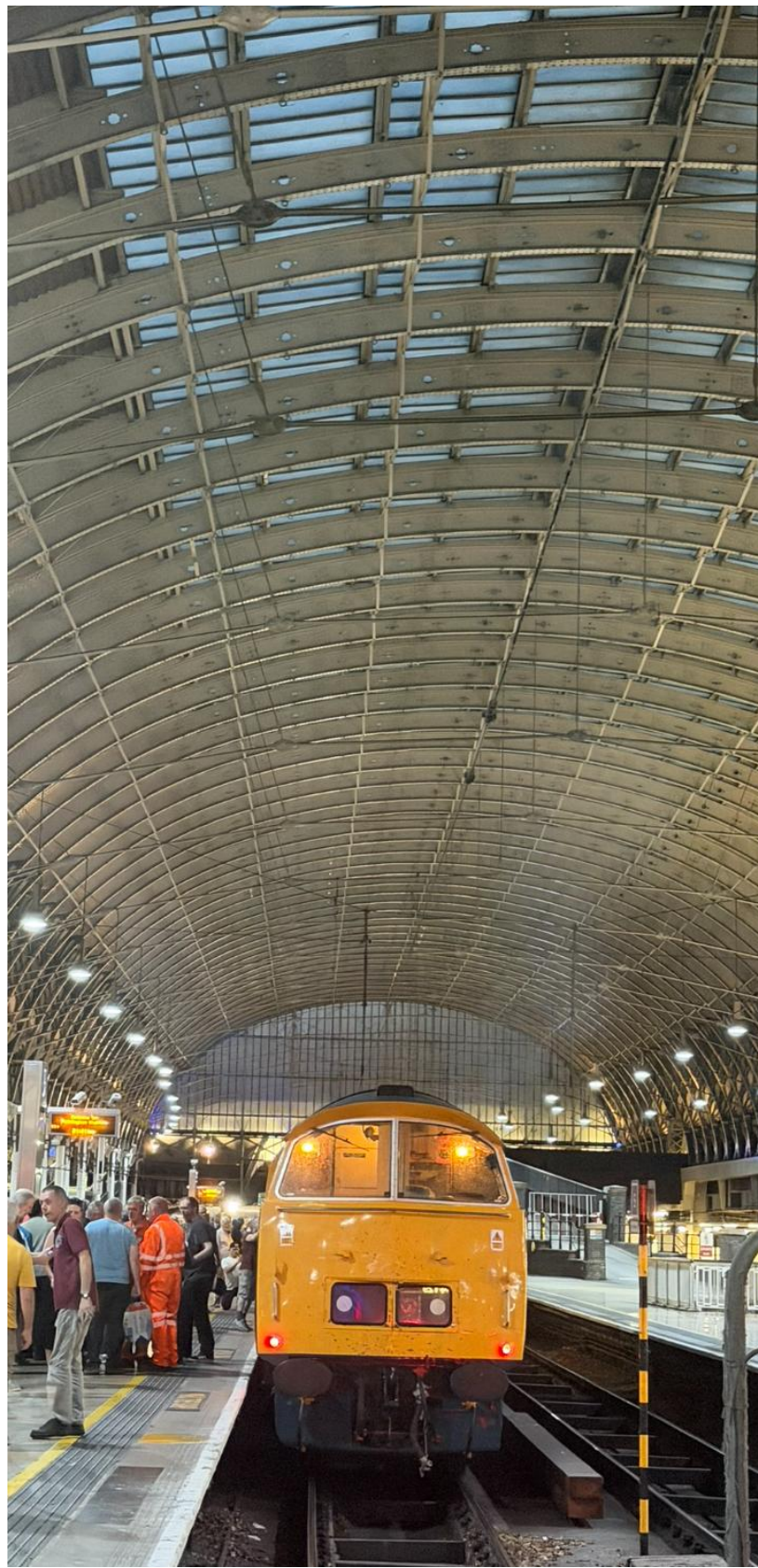
Starting with Andy Byrne's capture of D1015 Champion as it approaches Dawlish Station over the Colonade Viaduct.



And back at Paddington at the end of a fabulous day...



Looking spectacular beneath the arches of this magnificent station.



Just two more pictures to wrap up this great day out.



## Sunday 24<sup>th</sup> – Friday 29<sup>th</sup> May – D1062 Back in Action

The return to service of D1062 and a six-day stint over the Half Term Holiday. Starting with preparations underway at the TMD...



And ready for departure at Kidderminster.



Thanks to Coop for his excellent picture of D1062 at Bridgnorth...



And to Jack Richards for this exceptional picture...



Finally, to Robert Marsh, for allowing me to use some of his images from Wednesday 27<sup>th</sup> May ...



And including these internal images of the locomotive...



## **Saturday 30<sup>th</sup> May**

The weekly / end of month update to Working Members was as follows –

So, yesterday Courier completed its 6th day in traffic. All in all, it was a successful week with no major problems reported.

There will be some fine tuning to carry out now that the loco has had some running. Considering that two weeks ago there was still a great deal to carry out, you should all be proud of the efforts you made to make it possible. Going forward, the locomotive will be serviced during the week to ensure that D1062 is ready for its next outing on Friday 5<sup>th</sup> June with a Private DFE.

Now that D1062 is back in traffic, attention can very much return to D1013 and the bogie overhaul. Graham is planning on attending today with the plan of removing the Intermediate Gearbox and the Equalising Beams. This will give us more access to clean out “more” of the dirt.

The plan is also to have the bogie on the Pit Road from Sunday 21st June to Friday 24th July. During this time, we will complete the underneath cleaning, remove the centre Torque Reaction Arms, carry out the NDT work / testing, refit the centre Torque Reaction Arms, and replace all of the Torque Reaction Rubbers.

So, Graham, Mark and Jack were present to remove the Intermediate Gearbox and the Equalising Beams. A lot of huffing and puffing was reported, but the gearbox was not playing ball and remained solidly where it was! Luckily the equalising beams didn't put up such a fight and were successfully removed, and three brake cylinders were cleaned and made ready for their trip to Bridgnorth.

Mark & Graham seen hard at it below...



But the gearbox wasn't budging!



I bet D1015 and "The Hoover" were having a small chuckle 😊



Things look like they are getting serious with that iron bar !



Those afore mentioned brake cylinders.



And a further update from Coop to end this month's updates – Container 3 vents now seen with internal drilling, ducting and added trim completing the Job.



## Member Gala Memories

The following “hydraulic” memories have been sent in by Steve Widdowson, do you have some that you want to share?

D1013 is seen outside the TMD, in the company of the Class 14 and a Class 67.



The DTG's D1015 Western Champion is seen at Kidderminster, with the Class 33.



D1015 preparing for departure....



The DEPG's Hymek – D7018 – a very welcome visitor.



Seen also at Kidderminster, with side doors open.



And with a Peak for company.



Double Heading with the Class 14.



Something different, Class 14 and DTG's Warship Greyhound.



## Western Courier



### **The Trouble with "Westerns"**

M Burke recalls a night of problems with the most popular "52" of all time.

As Assistant Station Manager at Reading, I was expected to deal with a large variety of problems, but it was the least expected events which gave my job its spice. Take for example the night that locomotive D1048 "Western Lady" worked the 23.45 Paddington to Penzance sleepers . . . . .

I watched the illuminated panel with its special head code twist from side to side as the locomotive smoothly took the junction points from Down Main to Up Through, then to Platform 5. The unique sound of a "1000" taking it easy preceded the actual sighting by several seconds but gradually a very distinctive maroon shape confirmed the sound I'd heard. As the driver spotted me standing on the platform, he "toot-tooted" on the horn and blinked the head lights to show he needed my assistance with something. Always keen to get on the footplate if only for a couple of minutes I moved smartly up to the Bristol end of the platform and climbed aboard. Here I found the driver with his Bardic handlamp shining onto an unlit instrument panel. "I need a fitter" the driver said sadly, pointing to the obvious defect. At this late hour of the night, he couldn't have asked for anything more difficult for the only men on duty were the DMU fitters and they were situated about half a mile away at the fuel point. I doubted very much if they knew anything about "1000's" and said so to the driver. He replied that if he had a screwdriver he'd have a go at fixing the fault himself. Always ready to help a trier, I shouted "Hang on a minute" and rushed across to Platform nine to collect our emergency kit from the office drawer. I handed this over and then held the handlamp to illuminate the screwheads whilst he began to unfasten the panelling giving access to the wiring. The trouble was that once he'd started he didn't know when to stop. Several loud curses and a shower of sparks showed he'd at least found some live wires! He burrowed even deeper into the innards of the console until with a clatter, some wiring and brackets dropped down inside the panel housing. The driver emerged ruefully rubbing his head saying "That's jiggered it altogether now. Some of the connections must have snapped off and I am afraid you are going to have to get me another engine".

The problem was where could I possibly obtain a suitable locomotive from, without at least an hour or more being added to the already vastly overdue departure time? But here I realised was the advantage of diesel over steam. I asked the driver if the other cab was working alright and if so how about turning the engine via the junction triangle. He grinned and said, "It was alright when I worked up to London earlier, but I'll need a pilotman, I haven't learnt the route over the west curve". To save time I asked would I do and pointed out that I had passed out in all Rules and Regulations and knew all the signals and shunting moves in this area? He replied by saying "Well what are you standing there for, get me a shunter to cut the engine off and let's get going". I was off the engine in a flash and quickly arranged for this to be done. I told the signalman in the Reading panel signal box what we were doing and a yellow aspect with a strip of white 'Lunar' lights at 45 degrees to the left indicated permission to proceed. I climbed back on board the engine where the driver said "I hope we didn't damage anything in the contactor circuits" as he released the brakes and clicked the controller into notch one. All was O.K. as a high-pitched whistling sound and vibration under our feet indicated power going to the wheels. We moved smoothly off, clattering rhythmically over the junction points to leave the bright station lights behind. It was then I realised how difficult this driver's job had been when the failure occurred, for with no instrument lights to help him, he couldn't see: Amps, Brake Pipe Pressures, nor Speedometer readings. DMU's stood quietly ticking over as we slid by the triangle sidings, but a loud siren blared as we passed over the AWS ramp for Reading West station and made sure we were wide awake. My driver pressed a bright chrome button to acknowledge the warning signal and shut the controller so that we coasted smoothly over the junction points. I instructed him where to stop, ready to cross over from the Down to the Up line, then started to climb down off the engine to change ends. I was stopped and told to walk through the engine room as this was much safer than stumbling around on rough ballast in the dark. The oily, cramped walkways of the engine room exuded heat and diesel fumes whilst a loud healthy sound from the two large "Maybach" engines assailed my ears. I walked alongside these motors then found I couldn't get into the front cab, the way being blocked by a solid bulkhead. I heard a voice shouting 'Where the hell do you think you going?', "It's this way" and saw the driver pointing between the engine blocks. I hadn't realised that on '1000's' you had to climb over a raised platform covering the fuel filters and pass between the engines before it was possible to reach the door into the other cab. On entering the forward cab, I saw two white lights at a 45-degree angle on the position light signal indicating that the signalman was on the ball. Once again the melodic sound of a 1000 at work echoed over sleeping house tops as we roared around the tight curve to Scours Lane Junction. As we stopped the driver said "I won't change ends mate, I'll drive from here if you'll go to the front cab and give me signals on the firebell". I retraced my steps through the engine room once more and soon sat in the driver's seat as the signals cleared for us to run back into the station. This was it, my moment of glory had arrived but there were no witnesses to see the event. I pressed the two-tone horn in warning after changing the taillight for headlights and rang 3 times on the bell which were acknowledged immediately and the engines roared eagerly. Now I never did find out if the driver was on familiar ground once more or had greater confidence in piloting ability that I had for we raced away from there like an excited greyhound. As we approached the station, the engine's roar died to a whistle and I could hear the wheels making the customary click, click, click, click, click over the rail joints.

All too soon we buffered up to the train and staff had the engine coupled up in no time at all. I said cheerio to the driver, then sat about despatching the train without further delay. A final roaring from the engines and the train moved off, twisting and turning through the points. As the tail lamp disappeared into the distance, I wondered if tomorrow night would be as exciting as this had been.

## Sales Team Update

Well, that's the SVR Spring Diesel Gala gone for another year so now that the number crunching is complete, I am delighted to be able to tell you that merchandise receipts totalled £5,500 and raffle receipts were £2,350, so a good performance. In addition, the WLA share of the proceeds from The TMD tours came to £550. It is a pleasure for members of the Sales Team to conduct these tours which gives us a chance to preach the hydraulic gospel and show off the fantastic facility we share with the other groups.

Always on the lookout for new lines, we took up offer from acclaimed Stourbridge vigneron Greg Mullis' to produce a couple of dozen bottles of Western Mayblanc, a fruity little number, best served chilled, and definitely not preheated! It sold out and Greg is now planning another wine for the Autumn Gala.



Several great reviews were received, and my favourite was one from Nick Gillett - "I know very little about wine but I was expecting a decent drop of Western Mayblanc when I noted it was a proper cork. Not a modern plastic one or a horrendous screw cap. I wasn't disappointed, the first mouthful was a treat, so if you'll excuse me I've got more tasting to do ..."

A surprise success has been the online sales of the new book "King's Cross Secondman" written by Gary Cannell who was selling his book at the Gala. During the event, the Deltic Preservation Society published a Facebook post about the book and kindly included a link to the WLA online store for those unable to attend the Gala and as a result we have sold nearly thirty copies. If you would like one here is the link:-

[BR Blue Secondman - Western Locomotive Association](#)

See Book of the Month for further information.

The fiftieth anniversary of D1013 Western Ranger's smartening up in 1976 to become the official railtour engine is being celebrated with several items featuring the famous "red plates". The mugs sold well at the Gala and we are also doing name and numberplate fridge magnets and bar runners.

The two Dapol 00-gauge models of Ranger and Fusilier in the condition they were in when used on the Western Tribute railtour did not sell in the auction held last month so will be the first prize in the Autumn raffle with more details next month.

Finally, we raised over £400 at the Gala from sales of second-hand books, models and memorabilia and several members brought along more items to add to our stock. However, we are always looking for more. After all these items are 100% profit!

Peter Bamber  
Sales Officer

We also received an email earlier this month from one of our members as follows:-

“I would like to donate my unrestored head-codes from D1065 Western Consort which I purchased from BR Swindon for £8 in July 1977 when they started cutting up the locomotive. Apart from a fresh coat of yellow paint, applied by my brother Robin in 1979, they’re untouched. Unfortunately, I had to give them to my uncle in 1993 for storage and they have spent 30 years in a garage in Lancashire before I got them back in 2023. The display blinds are quite fragile, as is the metal casing at the back - but the heavy cast surrounds, glass and glazing rubbers are quite sound. I hope that the WLA can raise some funds from their sale or raffle which can be put towards completing 1013’s overhaul or the restoration of 1048. Kind Regards, David Jones.”



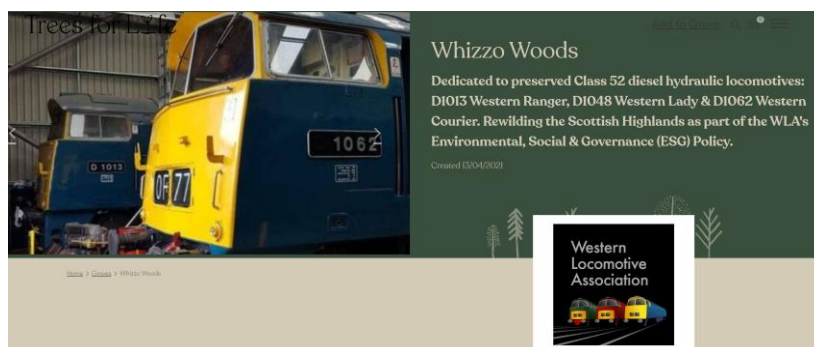
Thank you to David for his extremely kind offer – and the decision has been made the head code boxes will be used on our locomotives, replacing worn out boxes, rather than being sold – they will become part of a “Western” again.

## Whizzo Woods

At the end of January, we have **577 trees** in Whizzo Woods, an increase of 12 trees 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](http://www.westernlocomotives.com)
- Joining with a membership form and paying by cheque (including renewal) – post to Paul Tucker, forms can be downloaded from our website – [www.westernlocomotives.com](http://www.westernlocomotives.com)
- Downloading a Standing Order Form - as above

One of your objectives is to continue to grow our membership, so please continue to talk to your friends and colleagues and tell them all about the WLA and what we do and see if they are interested in joining, they will be made very welcome. **Just think, if every member 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](mailto:info@westernlocomotives.com)/ or contact me at [wp.finch@icloud.com](mailto:wp.finch@icloud.com)

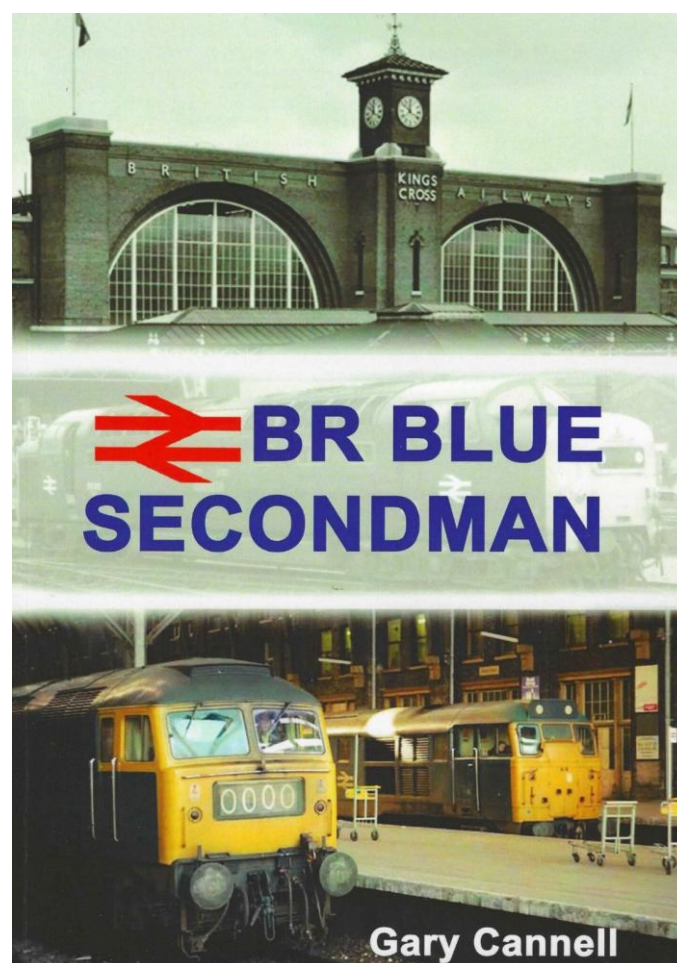
## **Book of the Month**

### **BR Blue Secondman** by Gary Cannell

This is the personal story of Gary Cannell, a Second Man and Driver based at Kings Cross. It is a story that takes place in the working environment of the nationalised railway of the 1970s. It's a story of Deltics, Class 31s, Class 40s, Class 47s, commuter services, loose couple freights, parcels trains, overnight sleepers, and express passenger trains.

This was the railway that Gary joined and steadily rose through the Links as Second Man before becoming a driver.

Illustrated with photographs and some other images (a mix of monochrome and colour).



Available now at:-

[BR Blue Secondman - Western Locomotive Association](http://www.westernlocomotiveassociation.co.uk)

## Media Coverage

Trackside – June 2026



Nobody would have blamed the Western Locomotive Association for immediately starting restoration work on No. D1048 *Western Lady*. It's a Class 52, one of the most evocative British diesels of all time, and one of just seven survivors out of a fleet of 74. Its gifting to the group was completely unprecedented.

Nor is this just any 'Western'; among the final members of the class in active service, *Western Lady* hasn't hauled a train since it left the North Yorkshire Moors Railway in 1980.

However, diving straight in is not the WLA's approach.

The association has operated a 'Western' almost every year since No. D1062 *Western Courier* hauled its first post-preservation train on 31 July 1977. That was at what, today, is called the Dartmouth Steam Railway. Only the COVID shut-down year of 2020 has spoilt the record.

Chairman Roger Smith ascribes this success to the WLA being run like a "proper business".

"I can't really describe it any other way because it is a business. We try not to make it like a boring business – it's a fun business,

albeit we have our challenges and some stressful moments.

"It is one of the keys to success, having the structure right. Because I think everyone needs to know where they stand. We have the correct platform to make proper strategic decisions."

Most railways will have a business plan, but that's probably less common for a locomotive-owning group. However, the WLA has one, and reviews it regularly.

Among other things, that plan describes the WLA's structure: the group has a five-strong board and a Management Committee of 15 members, which meets several times a year.

A previous version stated that the WLA needed to attract 600 members in order to maintain financial viability. It has now topped that (there are around 630) and it's aiming for 700 members by the end of 2027.

Nor is this information just for members: anyone can take a look (see <https://westernlocomotives.com/wla-business-plan-2025-to-2027-vs-1-6/>). You can skim through a summary of the WLA's finances (net income for 2025 was £117,400, for example); you can

read about the WLA's four objectives (one of which is the increase in membership) and the strategies for achieving those objectives.

There's also a Mission Statement: "To preserve [Nos.] D1013, D1048 and D1062 on the Severn Valley Railway, whilst maintaining [Nos.] D1013 and D1062 to at least the standard achieved by the former British Railways Western Region and fit for main line running, dead in tow."

#### Inspiring new support

No business can thrive today without being online and the WLA has embraced this. Its website contains definitive histories of the WLA's three charges – Nos. D1013 *Western Ranger*, D1048 *Western Lady* and D1062 *Western Courier* – as well as of the association itself. You can watch videos of 'Westerns', and listen to sound clips of their Maybach MD655 engines. There's an online shop selling WLA and 'Western'-themed merchandise. Membership can be bought as a gift, and you can learn how to leave a legacy. You can even register online to become a working member.

"We have clear guidelines about what it takes to volunteer," says Roger. "You can download the guide." →

#### 'LADY' IN WAITING

"It'd be a huge success story if we could pull it off."

So says Engineering Project Coordinator Darren Shelmerdine about returning *Western Lady* to traffic. 'Lady' hauled the penultimate Class 52 railtour in 1977 – the 'Western Lament' from Paddington to Castle Cary on 24 February. Preserved at the North Yorkshire Moors Railway in operational condition in 1978, it left for Horwich Works in 1980 then moved around, settling at the Midland Railway – Butterley in 1997. Its owners undertook some restoration work, before gifting the '52' to the WLA in 2023.

"Bit by bit we're learning more about the locomotive," says Darren Shelmerdine.

"The priority is to get '62' into traffic, get '13' finished and then we can sit back, just catch our breath for two minutes... then we can have a serious look at '48'.

"The short-term plan," adds Roger Smith, "is to try and get an engine running if nothing else. It's got its own appeal going that's already raised £8,000 towards its bodywork, because that needs sorting out.

"The advantage is that we've got a huge amount of spares that will benefit '1048'. Even if it uses the best of the spares we don't want for '1013' and '1062', it'll end up quite a good locomotive!"

**“ We try not to make it like a boring business... albeit we have our challenges and some stressful moments ”**

ROGER SMITH, WLA



## Trackside – June 2026

### ACQUIRING 'ICONS' – OVER 50 YEARS

"I think it's true to say that a 'Western' is an iconic locomotive," says WLA Chairman Roger Smith.

"It's the art of good design – it doesn't really date. You can't say that about a Class 37 or a '40'..."

Roger is also a Severn Valley steam driver and says that Nos. D1013 and D1062 are considered honorary steam locomotives by staff members, an accolade not bestowed on all diesels.

"The 'Western' is just such a magnificent looking and sounding machine," he says.

"There's just nothing like it on the railway."

In the same way that the Western Region 'Warship' was based on West German practice, so too was the 'Western'. But whereas the earlier 'Warship' looks like an Anglicised version of a German machine, the 'Western' was styled by design guru Misha (later Sir Misha) Black.

Subsequently designated Class 52s under BR's TOPS system (although they never carried TOPS numbers), Nos. D1000-D1029 were built at Swindon Works between December 1961 and April 1964, while Crewe

turned out Nos. D1030-D1073 between July 1962 and April 1964.

It was in 1973 – the year withdrawals began – that a group of Bristol-based enthusiasts decided a 'Western' ought to be saved. The WLA was formed in January 1974 and it bought No. D1062 *Western Courier* on 4 November 1976.

This had been withdrawn on 23 August 1974 after arriving at Swindon Works for attention; strike action meant it never returned to traffic and was instead put on display alongside the Works turntable. Low mileage and reasonable condition meant, as Chairman Roger Smith explains, "that was the one that they decided to go for".

*Western Courier* moved to what today is the Dartmouth Steam Railway and hauled its first train between Paignton and Kingswear on 31 July 1977. By this time, the final 'Westerns' had been withdrawn.

BR's last tour took place on 26 February when Nos. D1013 *Western Ranger* and D1023 *Western Fusilier* ran from Paddington to Swansea, then to Plymouth and back to London.

Classmate No. D1023 became part of the National Collection (and is now at Didcot) while No. D1013 was purchased by Richard Holdsworth on 14 May. It was placed under the care of the WLA and joined No. D1062 in South Devon.

The WLA relocated both its 'Westerns' to the Severn Valley Railway in 1978.

*Western Ranger* finally became WLA property in August 2004. Then in 2023, No. D1048 *Western Lady* was gifted to the WLA before being formally made part of the collection last November (T54); the WLA's Articles of Association needed changing first and this alteration also allows the WLA to acquire any other 'Westerns' that might become available in future.

A further three Class 52s survive: No. D1010 *Western Campaigner* (Diesel & Electric Preservation Group) is under overhaul at the Western Somerset Railway; Severn Valley Railway-based No. D1015 *Western Champion* (Diesel Traction Group) is registered for the main line; and the Bury Hydraulic Group's No. D1041 *Western Prince* is undergoing rebuild at the East Lancashire Railway.



▲ Brush-welding chairman Roger Smith has been a member of the WLA since 1987, and owned No. D1013 from 1995 until 2004 when it became owned by the association. He is working here on No. D1062. WLA

◀ It's been a long wait – 17 years and counting since its last train – but *Western Ranger* is finally close to returning to traffic. It is hoisted in 'Kidder's' diesel depot to enable its bogies to be overhauled. WLA

“... jump up, have a look,  
take some photographs”  
DARREN SHELMEKDINE, WLA



**Happiness is... scraping dirt off a Class 52 bogie! Having recently overhauled Western Ranger's 'B' end bogie, WLA volunteers are busy doing the same on the 'A' end bogie. WLA**



**The 'A' end bogie was removed from the locomotive for investigations into a shifted equalising beam, and the opportunity was taken to fit new cardan shafts (yellow). WLA**



**“No-one can really knock it because we're trying to do our bit”**

**DARREN SHELMERDINE, WLA**

A web presence may be important, but what will really inspire people to join up is having a 'Western' assault their senses – or inviting passengers to get close to one.

Says Roger: "When we arrive at Kidderminster... we just stay on the blocks in full view of everyone and we allow people to come up and have a look in the cab."

Engineering Project Coordinator Darren Shelmerdine echoes this: "People are always asking 'Can I have a look inside?'. Providing we're not doing anything safety-critical at the time, then yes, jump up, have a look, take some photographs."

Sitting in a stationary 'Western' is one thing.

What about actually driving one?

"It's 30 years ago this year that we ran our very first driver footplate experience," Darren says.

"We thought, it'll probably last a few years and then the market will dry up. It never did."

Paul Finch is proof that such an experience can lead to more. As he wrote in T58, a 2018 chance to drive reignited his passion for the 'Westerns' – and Paul is now the WLA's Vice Chairman and Publicity Officer.

The WLA recognises that young enthusiasts face choices when it comes to railway groups all clamouring for their support. So under 18s can join for just £1 a year, which is not only "extremely good value for money" but

**◀ Darren Shelmerdine's interest in the class began with the 1979 Hornby 'OO' release of No. D1062 Western Courier. Now, he's Project Coordinator for the WLA. WLA**

**DOUBLE 'WESTERNS' IN 2027**

Western Courier is to return to service in time for the Severn Valley Railway's 14-17 May 'Spring Diesel Festival', following work to repair a faulty equalising beam on its 'A'-end bogie. Meanwhile, Western Ranger's 14-year rebuild has included a rewire and extensive bogie work.

"The bogies were just about life-expired," says WLA Chairman Roger Smith.

"To out-source the bogie overhaul would have cost us £756,000, including a re-tyre. But we've done the best part of that... and it's cost us about £40,000 in total of which we've raised well over £30,000".

"We never considered doing the bogies at the start but we had issues with '62's' bogies," says Engineering Project Coordinator Darren Shelmerdine. The thinking was that "we're doing such a good job on the top of '13' we'd be daft to put it back into traffic without doing something with the bogies."

"The 'B' bogie has now been out for 18 months. We've done the primary suspension on it, which will improve '13' immeasurably."

Says Paul Finch: "The only other 'big' job is the overhaul of a turbo, which is currently underway with a third party and hopefully that will be complete by early summer."

The WLA's plan is to have both Western Ranger and Western Courier available for the 50th anniversary of the 'Western Tribute' railtour, on 26 February 2027.

Undertaking such extensive work would not be possible without the availability of Kidderminster Traction Maintenance Depot. Together with other SVR-based diesel groups, the WLA contributed to the £800,000 facility, which opened in 2016.

Describing the diesel depot with its cranes and jacks as "instrumental in enabling us to achieve as much as we do," Paul Finch says: "When we were Bridgnorth-based, everything was done outside and subject to the elements."

"There are challenges every day," says Darren Shelmerdine, who adds: "Each time we go into the overhauls, we go deeper and deeper into them."

The WLA is fortunate in still being able to procure some new parts from MTU, the successor to 'Western' engine manufacturer Maybach. Transmission manufacturer Voith is still trading too.

Components are also sourced secondhand, including two MTU538 V12 engines which are to be rebuilt using 'Western' Maybach MD655 engine parts (T55). Other parts are manufactured from scratch, often being reverse-engineered from life-expired examples.

The WLA has also made tweaks to the original design.

"We've brought in a lot of the modifications that were made over the years by MTU and incorporated them into our own units, to make them more reliable but last longer as well."

"We like to run but, at the same time, we're still preservationists and we want things to last longer."

## Trackside – June 2026

### OTHER 'VALLEY' HYDRAULICS

The WLA isn't the only group with diesel-hydraulics at the Severn Valley Railway. In 1991, the Diesel Traction Group brought 'Warship' No. 821 *Greyhound* to the Bridgnorth line. Its 'Hymek', No. D7029, then made the SVR its permanent home in 2005, whilst the group's 'Western', No. D1015 *Western Champion*, has been an SVR regular – when not on main line duties – since 2016. The DTG's Class 17 'Clayton' diesel electric, No. D8568, is also based at the SVR.

has, Paul says, led to four teenagers becoming working members "who are with us most Wednesdays and Saturdays".

As a rule, young people tend to be more focused than their elders on reducing environmental damage – and the WLA has embraced this aspect too. In its latest incarnation, the WLA's Business Plan includes an Environmental, Social & Governance Policy. This not only ensures the WLA "complies with all environmental rules and procedures such as disposing of used oils and antifreeze" but also explains how the association believes it is the UK's first diesel preservation group to become carbon-neutral.

It has partnered with Trees for Life, a re-wilding initiative at Dundreggan near Loch Ness. The WLA estimates that, on average, it generates 15 metric tonnes (14.7 tons) of carbon a year. Trees for Life has calculated that to offset each tonne, 4.19 trees need to be planted; therefore, the WLA needs to plant 62 trees a year. It launched the scheme in 2021 and, by now, the area of the estate dubbed 'Whizzo Woods' should have 310 trees. There are actually more than 550.

Darren is not aware of any other group taking this approach.

"It might sound a bit cranky to some... but you've got to do these things. No-one can really knock it because we're trying to do our bit."

### Planning 'the key'

Such thinking has helped the WLA thrive into its second half-century. Pioneer 'Western' No. D1000 *Western Enterprise* went new to Laira depot on 29 December 1961 and withdrawals started in May 1973, the same year 'Western' fans discussed the idea of trying to save one. Just imagine the negativity those pioneering enthusiasts received for trying to save a 12-year-old diesel so soon after the end of steam!

So it was a key moment when the WLA celebrated its 50th anniversary at Swindon's STEAM – Museum of the Great Western Railway, in January 2024.

A speech written for that event by Graham Howell, Swindon Works fitter and a member of the WLA's first committee, said: "Little did we all think that our little group would achieve so much and it has now blossomed... with members scattered all over the world."

So, what can the WLA recommend for any new such organisation starting out in the 21st Century?

"I think it's forward planning," says Roger, "and trying to get your strategy in place as to how you're going to market yourselves and how you're going to structure your organisation."

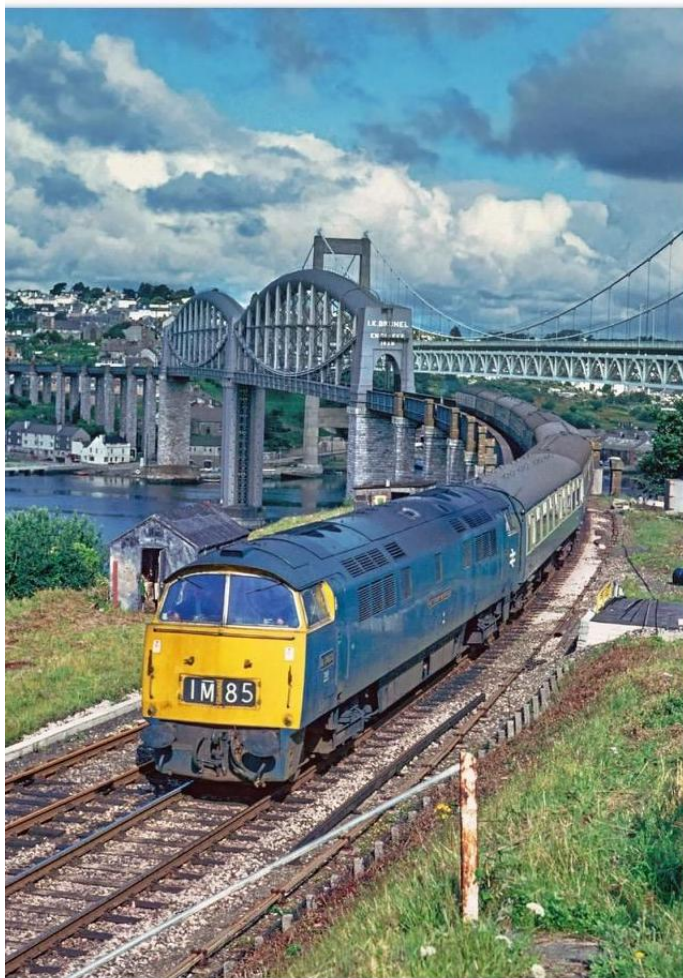
"If you do some strategic thinking and business planning, you can hit the ground running rather than trying to sort it out by learning from mistakes. But if you can look at other groups as to what makes them successful today, you can easily pick out 'well this group has done this, this and this'."

Planning, the WLA Chairman says, is "the key to everything." ■

◀ Next year marks 40 years since the 'Westerns' ended their BR careers. Completing the emblematic image of their South West service, No. D1013 *Western Ranger* crosses the Cornwall-Devon divide at Saltash on the approach to Plymouth on 23 July 1973. *John Cooper-Smith*

### GATEWAY TO THE WLA

Want to know when Western Locomotive Association machines are running, or join the group, contribute to one of its various appeals, book a driving course or simply browse 'Western'-themed merchandise? See [www.westernlocomotives.com](http://www.westernlocomotives.com)



## Severn Valley Railway News – Running Dates & Events

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

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

The full Diesel Locomotive Roster for June is as follows:

Wednesday	03-Jun	Table B S3 Diagram (One Return Trip)	Class 20
Wednesday	03-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	04-Jun	Table B S3 Diagram (One Return Trip)	Class 20
Thursday	04-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Saturday	06-Jun	Table C- S3 Diagram (One Return Trip)	TBC
Sunday	07-Jun	Table B S3 Diagram (One Return Trip)	D821
Sunday	07-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Wednesday	10-Jun	Table B S3 Diagram (One Return Trip)	Class 20
Wednesday	10-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	11-Jun	Table B S3 Diagram (One Return Trip)	Class 20
Thursday	11-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Friday	12-Jun	Diesel Footplate Experience	55009
Saturday	13-Jun	Table C- S3 Diagram (One Return Trip)	D1062
Sunday	14-Jun	Table B S3 Diagram (One Return Trip)	D1062
Sunday	14-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Wednesday	17-Jun	Table B S3 Diagram (One Return Trip)	Class 20
Wednesday	17-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	18-Jun	Table B S3 Diagram (One Return Trip)	Class 20
Thursday	18-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Friday	19-Jun	Supporters Day (Diagram 1)	Class 50
Friday	19-Jun	Supporters Day (Diagram 2)	D821
Saturday	20-Jun	Table C- S3 Diagram (One Return Trip)	Class 50
Sunday	21-Jun	Table B S3 Diagram (One Return Trip)	Class 50
Sunday	21-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Wednesday	24-Jun	Table B S3 Diagram (One Return Trip)	D8568
Wednesday	24-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	25-Jun	Table B S3 Diagram (One Return Trip)	D8568
Thursday	25-Jun	Table B N1 Diagram (Two Return Trips)	DMU
Friday	26-Jun	Diesel Footplate Experience	D1062
Saturday	27-Jun	1940's Weekend Diesel Diagram	D7018

## Member's Forum & Gallery

### "Memories"

Firstly, an apology....

The below picture was incorrectly credited in last month's "Memories" – the picture was taken by Chris Warner showing D1022 Western Sentinel at Swindon in May of 1977. Apologies to Chris for this error.



The good news though is that Chris has shared with us further memories, so read on...

“

I am a proud WLA member and never cease to be amazed by the great work done by the volunteers of your organisation.

In 1976 I was a 17-year-old keen railway enthusiast with an eye for diesel locomotives in particular.

Spending Saturdays regularly on the platforms at Birmingham New Street, I quickly became familiar with the Class 52s and soon became an avid follower for those all too short remaining months of service. Most Western fans had their favourites and for me the most 'regular' were D1013, D1023, D1028, D1033, D1056, D1058, D1065, D1071 and D1072.

Perhaps 'my machine' though was D1053 Western Patriarch as it seemed to be quite common on my travels, especially in Devon and Cornwall.

I took lots of photos and for some reason this often included an image of the nameplate. Fans will remember the wonderful sight of youngsters hastily taking brass rubbings of the set while the loco was awaiting departure!

Like many others I also made the pilgrimage to Collectors Corner at Euston to admire the stock which usually included Western plates leaning end on end against the wall. I recall at the time looking at the prices and rueing the fact that I could never afford one.

The years went by and cars, houses, wives and a child came along. Then suddenly retirement and time to start a Railwayana collection! So now I have realised my dream and have the full set for D1053. Yes it was expensive but as far as I'm concerned a great investment.

I trust members will find this interesting and perhaps have similar experiences."









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Thanks again to **Andy Calett** for continuing to share his pictures from '52 years ago'.

This month, four images are shared, all taken on the same afternoon – 15<sup>th</sup> June 1974 - and all taken around Hungerford on the Berks & Hants main line. The four locomotives depicted are D1001 Western Pathfinder, D1015 Western Champion, D1036 Western Emperor and D1046 Western Marquis.

Let's start with D1001 Western Pathfinder leaving Hungerford at 15.36 on 15<sup>th</sup> June 1974.



We now see D1015 Western Champion, again leaving Hungerford at 16.30.



D1036 Western Emperor is seen approaching Hungerford at 15.26.



And finally, D1046 Western Marquis is seen passing Hungerford at 17.28.



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And I am again delighted to be able to share more of Wilfred Rikard's memories, starting with D1048 Western Lady & D1010 Western Campaigner, support locomotives for the "Western Tribute" seen passing Aller Junction for Plymouth 26<sup>th</sup> February 1977.



D1010 Western Campaigner at Laira on 27<sup>th</sup> February 1977 still with name & number plates.



D1048 Western Lady inside Laira TMD with name & number plates removed on 27<sup>th</sup> February 1977.



D1010 Western Campaigner Control Desk, Laira 27<sup>th</sup> February 1977.



D1013 Western Ranger arriving back at Laira on 27<sup>th</sup> February 1977, seen at Laira Junction.



D1013 Western Ranger back at Laira on 27<sup>th</sup> February 1977, the final homecoming.



## Closing Notes and Book Ends

More TV coverage for the WLA, and for Darren, spotted on Francis Bourgeois and Chris Harris's "We saved a Train"



Francis also visited us at The Gala and was coerced into helping with the Spring Raffle draw – thanks Francis.



Scotty Holmes, who visited the Sales Stand at The Gala, shared this picture of a “young Scotty” and D1013?



**Caught in the Act...**

Anonymous WLA Working Member, caught travelling on Friday 29<sup>th</sup> May on the “Worksop Whistler” – should have been on “The Golden Hind” 😊



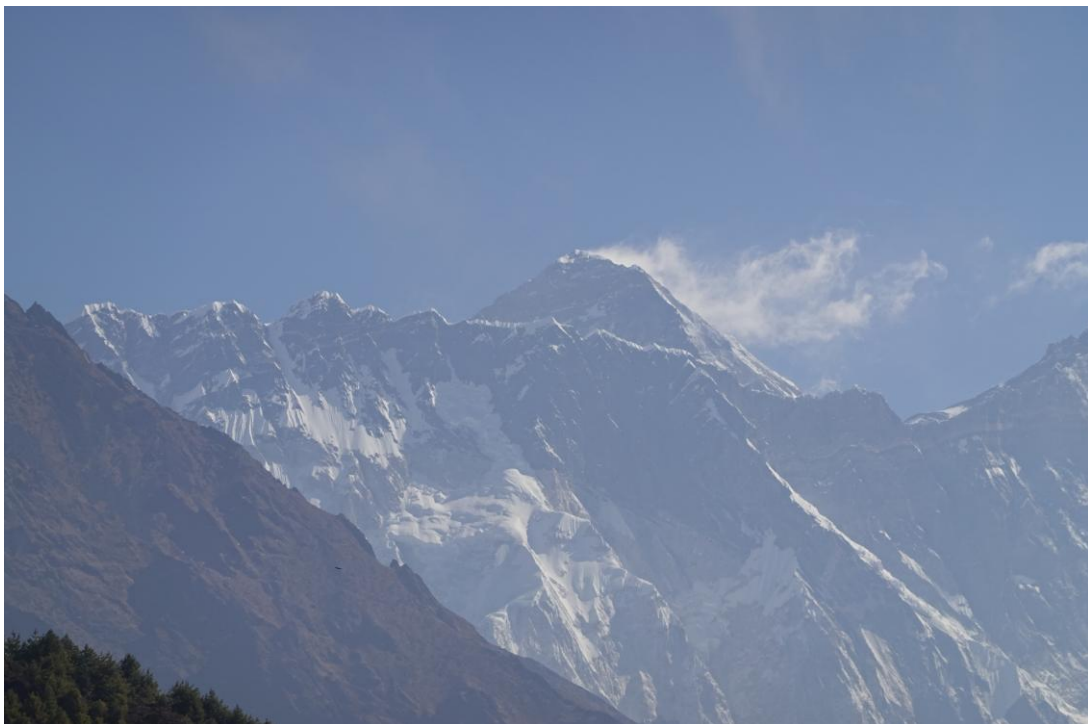
And now for something a little different to end this month – I have had a number of requests to share some of my photographs from my Himalayan Adventure in April – and so here a couple of views that will forever remain in my memory.....

Our first view of Mount Everest during our helicopter flight in Lukla, Everest, highest mountain in the world at 8848m is the triangular peak on the left with snow being blown off the summit by the jet stream. To the right of Everest, also being affected by the jet stream is Lhotse, 4<sup>th</sup> highest mountain in the world at 8,516m. Also visible on the far right of the picture is Makalu, 5<sup>th</sup> highest in the world at 8,485m. So, THREE of the FIVE highest mountains in the world, all that is missing is K2 (2<sup>nd</sup> highest at 8,611m) and Kangchenjunga (3<sup>rd</sup> Highest at 8,586m)

I last visited Mount Everest in 1994 when I was 32, so it seemed appropriate to visit again 32 years later. I then went to K2 in 1995 and Kangchenjunga in 1996.



Getting a bit closer to Everest – the view from the viewpoint above the Sherpa Capital of Namche Bazaar on the trekking route to Everest Base Camp.



The high light of our trip was our visit to Gokyo and the ascent of Gokyo Ri, a 5,357, summit with panoramic views of four of the world's highest mountains – the route to the summit is seen below, with the settlement of Gokyo seen by the lake and alongside the Gyazumba Glacier, the longest glacier in the Himalayas, seen across the centre of the picture.



The view of Mount Everest from the summit of Gokyo Ri, with Lhotse and Makalu also in picture to the right of Everest.



A close up of the Top of the World.



Looking down on Gokyo, is Cho Oyu, the sixth highest mountain the world at 8,818m. Gokyo Ri is seen on the far left, the path to the summit just visible, and the summit at the top left.



A typical trekking view, Ama Dablam, 6,812 meters in the background and a Buddhist chorten / Shrine in the foreground.



Last picture – the final path to Everest Base Camp, dominated by Pumori, 7,165m, with Lingtren 6,749m and Khumbutse 6,665m to the right.



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

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

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

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

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

<https://westernlocomotives.com/>

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