



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Tuesday, 3rd March 2026 at 7.30pm

Present:	Ian Clayton	(Director)
	Paul Finch	(Director)
	Darren Shelmerdine	(Director)
	Roger Smith	(Director & Meeting Chairman)
	Mike Targett	(Treasurer)

1. Apologies for absence

There were no apologies for absence.

2. Minutes of Previous Meeting

The Minutes of the previous meeting held on 8th October 2025 were approved.

3. Matters Arising

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Darren Shelmerdine had previously confirmed that a demonstration was awaited regarding the transmission project on D1013, before the project could be rolled out further and that contact would be made with Paul Medley and Ian Jackson for one of his next visits to Kidderminster. It was also agreed that Robin Jones would be involved to ensure that any safety concerns were dealt with. Assuming everything was satisfactory, the next stage of the project would be to deal with "B" end of D1013, subject to approval.

DS

The proposal to hold two Obbo trips previously considered for 2022 (attached to the stock) as a tribute to Greg Heathcliffe, Henry Coates and, more recently, Chris Shields, plus the single Obbo day out for members/friends, had been discussed at last Committee Meeting and would be subject to the operating days when known, for 2026. It was understood that the costs of hiring an Obbo were £2k plus VAT and agreed that organisation would be made by the Chairman, Paul Finch and Peter Bamber.

RSS/PF

It was noted that our active Membership number had previously increased from 611 to 634, it had slightly reduced to 621, which was not unusual for the time of year.

All to note

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The proposed new Running Agreement had been proposed via the Diesel Committee, which had been much improved and had included most of our recommendations, a copy of which had been reviewed by Jonathan Sandiford and discussed by the Management Committee. There were just two points in Clause 11.1 and 11.2 which needed further consideration before going back to Jason Nash from the Diesel Committee.

RSS/PF

It was noted that there remained a requirement for an engine to transmission shaft for D1013. It was clarified that this would be required for "A" end of D1013 once a 538 engine had been converted to MD655 and installed. Following discussion, it was agreed that as the previous shaft was "scrap" that we would need to purchase a new shaft for "A" end and therefore, the amount of £4,850 would remain within the budget.

All to note

An AGL 123 Maybach Turbo Charger had been purchased from IMS at a cost of £4.5k and shipped to Global Turbocharger Solutions at Lincoln, along with a kit of parts from our stocks plus other parts from suppliers. It was understood that NDT testing was almost complete and that the turbo charger ready for overhaul and reassembly, which eventually would be fitted to "B" end engine of D1013. A further turbo charger overhaul would be necessary for "A" end of D1013, once "B" end had been completed. It was now likely that we would be using one of the 4 or 5 DTG turbos available to us, subject to refurbishment.

RSS/DS

A discussion had previously taken place regarding work carried out on D1062's "A" end and "B" end bogies, where various shafts had been replaced but where the paperwork was missing, which would prevent the locomotive from venturing out on the mainline. With the locomotive due to be lifted to replace the equalising beam and "A" end plus the fitting of new cardan shafts, the paperwork could be brought up to date for "A" end. This would then leave the paperwork required for "B" end bogie, which either needs to be resurrected or renewed when the locomotive is next lifted.

DS

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Mike Target confirmed that both D1013 and D1062 had been valued at £250k within the accounts for the current year, whilst D1048 had been revalued at £100k following adoption within the Articles of Association.

Darren Shelmerdine had previously advised that whilst a CMS course had been organised by the SVR to enable Robin Jones (and others) to sign off safety critical work for the locomotives, a breakdown in communication meant that Robin Jones was unable to attend the course. This meant that Darren Shelmerdine was now the only WLA Working Member to sign off work. This was considered to be unacceptable and risked the D1062 being unavailable for traffic with too much reliance on one person. The SVR had been contacted to see if a course could be arranged for Robin Jones by Geoff Armstrong, where, if necessary, the WLA would be prepared to contribute if other people could attend, or maybe in full if this was exclusively for the WLA. It was thought that it might be useful for Jack Baldwin to attend too and possibly Graham Gant. Whilst the SVR had acknowledged our request for a course, it was understood that the course might be run in 2026 and that Darren Shelmerdine was due a Refresher Course in April 2026.

DS

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Additional wording had been included within the Guide to Volunteers concerning the need to avoid complacency, plus the need for good communication and cooperation. The Guide had subsequently been updated to include an Artificial Intelligence (AI) Policy and Social Media Policy within Vs. 4.6.

It had been decided to place the Management Risk Assessment as part of the Business Plan on hold for the time being, due to the amount of time to progress further.

The position of Charities Officer had been reviewed just prior to the AGM and whilst there had been two potential candidates – Mark Simmons Jenkins and Haydn Mudford, it was decided to place the position “on-hold”. This was due to the Gift Aid workload being considerably reduced as a result of a computer programming exercise, with submissions able to be made in minutes, rather than days or even weeks of work. In addition, it would avoid duplication of roles with the Fundraising Officer role, although it was important not to overlook any potential grant funding opportunities that may arise in the future. No concerns were raised at the AGM.

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It was clarified that the new set of batteries purchased for D1062 had been installed on D1048 as a temporary measure and were due to be swapped over with the existing set on D1062 during March 2026. A working party would be organised by Mike Targett.

MT

A new set of batteries were still to be ordered for D1013 and Darren Shelmerdine would send a copy of the quote to the Chairman to place a Purchase Order asap.

DS/RSS

Following discussion at the previous Board meeting, two MTU 538 engines had been purchased from Narayan Marine Tech Pvt Ltd in India at a cost of \$32,500 plus shipping, demurrage, crane hire and taxes. The two V12 engines had subsequently been delivered to Kidderminster TMD and were currently stored under tarpaulins by the turntable.

4. Finance Report

Mike Targett provided a brief overview of the finances for the Company, which included a list of available funds, as follows:

Bank:	£240,473
Total:	£240,473
Budget:	(£99,300)
Contingency	(£30,000)
Available funds:	£111,173
Made up of:	

Restricted funds D1013:	£6,946	(D1013 Bogie Appeal)
Restricted funds D1048:	£13,127	(D1048 Preservation Appeal)
Unrestricted:	£91,100	

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A review of proposed and agreed expenditure was as follows:

PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 3rd March 2026

Brake Gauges:	£1,400
Batteries for D1013:	£7,100
Brake System D1013:	£10,000
Brake Cylinders D1062:	£1,500
Engine Parts D1013:	£6,000
1 x short cardan shaft for D1013:	£4,850
6 x cardan shafts for D1013:	£28,000
Turbo Rebuild for D1013 "B" end	£7,000
Turbo for D1013 "A" end	£7,000
Repaint D1062:	£1,000
Kidderminster Tools:	£1,000
Additional Container	£5,000
Oil Sampling:	£500
Spare Bogie Lift:	£6,000
Transmission Project:	£8,000
Contingency:	£5,000
TOTAL	£99,300

Mike Targett asked if Waltersheid could invoice us for the cardan shafts at £28k before the end of March in order to claim back the VAT on the next tax return, to help cash-flow.

DS

5. Winter Maintenance for D1062

Steady progress had been made with D1062's Winter Maintenance programme as follows:

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

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6. D1013 Overhaul

Excellent progress was being made with D1013's overhaul as follows:

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

Overall, Darren Shelmerdine was satisfied with the work and progress being made with D1013 and D1062.

7. D1048 Assessment

Mike Targett reported that D1048 appeared to have battery charging problem with the Davenset, which necessitated the use of the portable battery charger to charge the batteries. Further investigation would be required.

On the power side, "A" end engine requires oil but a leaking Saunders Valve and oil pipe prevented any oil being retained by the engine, although plans to rectify the problem were being drawn up. In the meantime, the bushes on "A" end Dynostarter had been freed up and would be ready to turn "A" end engine, once the oil leak problem had been resolved.

It was thought that the four missing gauges should be replaced without too much trouble and Robin Jones suggested that Mike Targett contact him direct. In addition, it was thought that Coop might be able to help. If nothing else, the gauges taken off D1013 in the first place, should still be available, presumably in store, if they were not able to be calibrated.

MT

A discussion took place on the amount of funding available for D1048, which currently stood at £13,127, not far off the target of £15,000 for body work repairs. Before these can be carried out, it was agreed that arrangements should be made with Colin Astbury to remove asbestos from the locomotive, preferable during this year. Discussions could take place with Ian Williams to try and plan ahead with the body work repairs, possibly for next year. The opportunity could also be made for replacing brake pipework which would otherwise be inaccessible.

DS/MT

8. Mainline Running Review

The Chairman advised that a confidential discussion had been held with Jonathan Dunster regarding the mainline running. Apparently, the Stanier Mogul Fund were keen to go out on the mainline and discussions were on-going with the SVR to help enable this to happen. Jonathan Dunster mentioned that he was impressed with the bogie overhaul taking place with D1013 and thought that the WLA might want to consider mainline running as he was well connected with the likes of John Campbell and others. In addition, he was aware of equipment such as TPWS, OTMR & GSMR that could be made available from redundant mainline stock. It was thought that a budget figure of £50k to £60k would be required.

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The Board considered some of the likely issues that would need to be considered with mainline running for D1013, which were as follows:

a) Legal

It was well known that mainline running could not be without its risks if anything went wrong, especially where compensation was concerned. Therefore, a trading company with limited liability would need to be formed, where the Board would have to propose the new structure to the Membership, including Ownership. Directors and Articles of Association.

b) Engineering

In addition to TPWS, OTMR & GSMR, various modifications would need to be made to the locomotive, such as SSF, wash/wipe system, "A" end engine replacement (low engine oil), halogen headlamps, couplings, marker lights and bogie spring refurbishment.

Paperwork would all need to be brought up to date with new documentation to comply with mainline standards.

A few "unknowns" would need to be considered, with technical advice sought from John Campbell for: 2 x transmissions, 6 x final drives, "A" end transmission modification and current tyre thickness.

c) Preservation vs Mainline Operation

The locomotive would need to be set up for current mainline operation which in part, would alter the character and appearance of the locomotive, rather than as preserving the locomotive from the past. In addition, with the current resources and set up of the WLA, consideration would need to be given to any detrimental effect on maintaining the serviceability of D1062 and the preservation of D1048.

d) Political/Management/PR

The Board would need to give thought to Membership support and their expectations, as there would be differing views on main line running. Support would also be essential from the DTG and SVR, not mention from the WLA engineering team. WLA management would need to be totally supportive and orientated to mainline running, with communication appropriate to the changes required. The business plan would need to be revised in detail. It was accepted from marketing/PR point of view, that D1013 would be ideal for mainline operations, if at all feasible.

e) Costs/Fundraising

Although a broad figure of £50k to £60k had been given, it would be inevitable that additional costs would be incurred such as bogie spring refurbishment, SSF and wash/wipe system, which would probably add a further £20k to £30k to the project, realistically at least £90k to £100k. Without fundraising, this would deplete the WLA's unrestricted funds, with no guarantee of mainline running if the test run failed an engine, transmission or final drives.

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In addition to the above, it was acknowledged that there an overarching feeling of stretched workloads even without going for mainline running, and whether it would be sustainable from a Board/Committee/Working Members point of view, particularly as it tends to be the same core group stepping up time and time again.

Having taken the above into account, the Board agreed that the focus should remain on returning D1013 back to service on the SVR, where a few months of operation would help determine whether or not mainline running should be considered any further. It was therefore, accepted that the prospect of mainline running will be reconsidered in a year's time, if considered appropriate, and if the costings could be known in more detail.

All to note

9. Any other business

It was agreed to offer Jonathan Saniford the opportunity of a cab ride, in recognition of all his legal work in recent times. Once the running dates were known, Jonathan could decide what would suit best and a cab pass could then be applied for.

IC/RSS

A discussion took place on the current workload being experienced by the Chairman, often dealing with matters that were the responsibility of other individuals. Paul Finch offered to help out with the membership issues and agreed to take over the printing of the membership cards and deal with membership enquiries if not dealt with by the membership secretary. A meeting would be organised asap.

PF/RSS

Ian Clayton advocated the more active involvement of younger people over the age of 18, or anyone who might be able to give business management support. Further consideration would be required, or opportunities considered, should they arise.

All to note

10. Dates of next Meetings

Thursday, 8 th July 2026 at 7.30pm:	Board Meeting by Zoom (revised date)
Saturday, 11 th July 2026 at 12.30pm:	Committee Meeting at Kidderminster Museum
Tuesday, 6 th October 2026 at 7.30pm:	Board Meeting by Zoom
Saturday, 10 th October 2026 at 12.30pm:	Committee Meeting at Kidderminster Museum
Saturday, 14 th November 2026 at 12.30pm:	AGM at Kidderminster Museum

www.westernlocomotives.com

The Western Locomotive Association Limited is the owner of D1013 Western Ranger and D1062 Western Courier on the Severn Valley Railway, Bridgnorth, Shropshire and is a Company Limited by Guarantee Registered number 3873466
Registered office: 5 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG The WLA is registered as a charity under number 1115058