



WESTERN LOCOMOTIVE ASSOCIATION LTD

Minutes of a Virtual Board Meeting held on
Wednesday, 8th July 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 3rd March 2026 were approved.

3. Matters Arising

Page 1, item 3

Darren Shelmerdine confirmed that there had been some initial discussions with Robin Jones concerning the transmission project on D1013, and that it was important to make sure that the equipment was viable for operations, once the locomotive had been overhauled. Further discussions were needed to bring about a conclusion to the existing set up and whether the next stage of the project should be to deal with "B" end of D1013, subject to approval.

DS

The Chairman confirmed that he had been in touch with Matt Robinson concerning the possible hire of an Obbo during 2026. Apparently set swaps would be required on our remaining running days and therefore, the hire of an Obbo attached to the stock would not be practical. The alternative of hiring an Obbo by itself (probably midweek) was considered to be a much more attractive proposition albeit a more expensive option. The SVR had been asked for a guide price for Obbo hire, food and drink which were now awaited.

RSS/PF

It was noted that since the last Board meeting, our active Membership number had increased from 634 to 651, just 9 short of our target of 660 for 2026.

All to note

cont'd/.....

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

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 is 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 at "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

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 able to sign off work. This was considered to be unacceptable and risked 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 had attended a Refresher Course in April 2026.

DS

The new set of batteries purchased for D1062 had been installed on D1048 as a temporary measure and are still due to be swapped over with the existing set on D1062. This will be undertaken as soon as D1048 can be moved back to TMD from CS1. In the meantime, it was understood that Jack Baldwin would check the batteries with a voltmeter to make sure that the charge was still above 90 volts as they hadn't been charged since the end of March 2026.

DS/MT

A new set of batteries ordered for D1013 had now been delivered and were currently stored in the C & W Works. A JCB will be needed to move them, once space has been found within TMD and then fitted to D1013 asap.

DS/RSS

cont'd/.....

Page 5, item 7

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

Page 7, item 9

It had been agreed to offer Jonathan Saniford the opportunity of a cab ride, in recognition of all his legal work in recent times. The cab pass had now been organised for the 29th August 2026.

A discussion had previously taken place on the workload being experienced by the Chairman, often dealing with matters that were the responsibility of other individuals. A meeting had since been held with Paul Finch who had now taken over the printing of the membership cards and other membership enquiries, if not dealt with by the membership secretary.

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 – this item would be covered later in the meeting with a proposal to appoint an Assistant Engineering Co-ordinator.

4. Finance Report

Mike Targett provided a brief overview of the finances for the Company, which included a list of available funds, (updated on the 9th July 2026), as follows:

Bank:	£273,091
Budget:	(£99,300)
Contingency	(£30,000)
Bogie Shaft Creditor:	(£28,000)
Available funds:	£115,791
Made up of:	

Restricted funds D1013:	£7,570	(D1013 Bogie Appeal)
Restricted funds D1048:	£15,221	(D1048 Preservation Appeal)
Unrestricted:	£93,000	

Confirmation was awaited as to whether the invoices for the bogie shaft and the new set of batteries for D1013 could be made available for inclusion in the VAT quarter ending 30th June 2026, where approx. £6.5k to £7k could be reclaimed.

DS

It was understood that the Trustees Report and Accounts was now due to be filed for the Charities Commission, before the end of July 2026. A copy of the Report and Accounts would be sent to Ian Clayton and the other Trustees, one of which would endeavour to file.

MT/IC

cont'd/.....

A review of proposed and agreed expenditure was as follows:

PROPOSED COMMITTED WLA EXPENDITURE (SUBJECT TO FINAL APPROVAL IF NOT ON ORDER) AS AT 8th JULY 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

It was noted that there would be an unbudgeted cost for refurbishing a set of primary springs for D1013 from Owens, indicated at £9.7k plus VAT. It was agreed that this item would come out of Unrestricted Funds.

All to note

5. Proposed Assistant Engineering Co-ordinator

In order to help assist Darren Shelmerdine as the Engineering Co-ordinator, the Chairman had discussed the idea of introducing a new post of "Assistant Engineering Co-ordinator" to the Management Committee, initially discussed with Paul Finch and Darren Shelmerdine. The person in mind for the position was Jack Baldwin who is a WLA Working Member and who's CV was circulated to the Board members in advance of the meeting. It was understood that Jack Baldwin's main SVR role with the Hydro Shunter project was coming to an end at the end of July 2026, which would free up his time for the WLA. Although Jack's knowledge of the locomotives was limited, he nevertheless was a well-respected young volunteer who had received several awards for his railway heritage work and was currently working for West Midlands Trains as a Reliability Technician. In particular, his skills as an electrician would help strengthen the WLA's position for this area of expertise.

It was accepted that whilst this new position would not be the complete answer to the help required on the engineering side, it was accepted that Jack Baldwin would be quick to learn from the likes of Darren Shelmerdine and Robin Jones. Indeed, Robin Jones had already indicated that Jack Baldwin's start within the rail industry very much reflected the start of his own career.

cont'd/.....

Following discussion, it was agreed to propose to the Management Committee that a new position be created as “Assistant Engineering Co-ordinator” and that Jack Baldwin be co-opted onto the Committee, subject to being elected at the AGM. The proposer would be “The Board” and the Secoder would be “Robin Jones” if he would accept.

RSS

6. Locomotive Review & Update

D1062 Western Courier

Unfortunately, D1062 was declared a failure whilst operating the last leg of a DFE on Friday, 3rd July 2026 at Hampton Loade. The locomotive was rescued and towed to Kidderminster by 4930 Hagley Hall, the first complete failure since D1013 failed outside of Bewdley some 35 years ago. Following initial investigation by Robin Jones, there were several negative faults, some of which had been inadvertently energising the cab heaters. It was hoped that the faults could be rectified in time for the next running day due to take place on the 21st July 2026 but no guarantee.

A DFE was cancelled on Friday, 26th June 2026 and this would now take place on Friday, 28th August 2028.

D1013 Western Ranger

The “A” end bogie had passed its NDT inspection on Wednesday, 8th July with no cracks found. This will now allow the bogie to be rebuilt, and a start would be made on Friday, 10th July with the torque reaction arms and rubbers. It was recorded that Phil Hiscocks had generously helped with the boiler window frames, having had a sub-frame manufactured, which were now ready to be re-fitted once the welder was available. Phil had also offered to help with the cab window frames.

It was noted that the air receivers would all need to be hydraulically tested.

D1048 Western Lady

Mike Targett had produced an update on D1048 where a new oil pipe for “A” end engine needs to be refitted with the engine filled with oil ex D1013 or ex D1015 which will allow the electrical assessment of D1048 to continue. Unfortunately, with D1048 stored at the end of CS1 and several requests to the SVR to move D1048 to TMD, space has been limited due to D7018, meaning that not much has happened since the end of March 2026.

The Chairman requested that he be copied in on correspondence on such occasions, especially if circumstances were beginning to affect any of the locomotives or becoming difficult for the volunteers themselves.

All to note

It was noted that we had now reached our target of £15k for the locomotive appeal and that discussions need to take place with Colin Asbury to remove the asbestos. In addition, discussions need to take place with Ian Williams to try and plan ahead with body work repairs during 2027, using the opportunity to replace pipe work and check electrical trunking, especially at “A” end. It was anticipated that D1048 could soon be moved back to TMD.

cont’d/.....

7. Any other business

A discussion took place regarding the need for a further storage container at Kidderminster TMD, especially as there were still parts from D1048 still being stored outside. One of the options would be to place a container on top of one of our 40 ft containers, requiring steps to be made. It was agreed to discuss with Roland Bull to see if he could agree or suggest any alternatives.

DS/PF

Darren Shelmerdine suggested that we should start to invest more into spares such as fuel pumps, filters and other consumables, which had already been agreed in principle. The purchase of two fuel shut off valves would also be considered as these would soon be needed for D1013.

DS/RSS

8. Dates of next Meetings

Saturday, 11 th July 2026 at 12 noon:	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