



Action Minutes and Officer Reports of the Western Locomotive Association Committee Meeting held face to face at Kidderminster Railway Museum and virtually via Zoom on 11th July 2026 starting at 12:00.

There were no new Actions and Matters Arising from the meeting on 11th July 2026.

Below are outstanding and complete actions from previous meetings.

	Actions from previous meetings
Roger Smith and Directors	It was unanimously agreed by Committee that we should go ahead and purchase a new set of Carden Shafts. Roger Smith and the Board of Directors will take this forward. UPDATE 110726: these have been placed on order. This action can now be closed.
Paul Finch, Darren Shelmerdine	A discussion took place around the SVR Locomotive Operating Agreement and with specific reference to insurance when we were visiting other railways. It was agreed that more clarity is needed although it was noted we are unlikely to visit any railways until at least 2027. At the next Diesel Committee Meeting (next year) we will ask for more clarity on Sections 11.1 and 11.2 and ask for the insurance policy there, or provide feedback and agree once asked again. UPDATE 110726: on hold until the next SVR Diesel Committee.
Darren Shelmerdine	It was noted as part of Sales and Fundraising discussions that it will be the 50 th Anniversary of the final Western Railtour (Western Tribute) on 26 th February 2027. The plan is to have Western Ranger overhaul completed but we need to understand if the railway or the DTG have anything planned, the latter possibly a mainline railtour but nothing is understood to be planned as yet. DS will progress discussions with the SVR and DTG. UPDATE 110726: there are plans being progressed by the SVR to do something to celebrate the 50th anniversary of Western Tribute. Our plan is to make sure D1013 is available to return to service.
Roger Smith	Committee discussed and agreed that the key items to progress on D1062 ASAP are the equalising beams investigation and transmission. All the other tasks need to be managed around these two items, whilst also progressing work on D1013s overhaul. We need to as a minimum have an engineering meeting ASAP to agree a plan and next steps to have the best chance of D1062 being ready operationally for the 2026 running season. ACTION: RSS to organise an engineering meeting with all key parties after the AGM but before the end of November. UPDATE 110226: no meeting has taken place as yet. Work on D1062 and D1013 is progressing well so we are reasonably satisfied things are heading in the right direction. We are now sending regular emails plus WhatsApp messages out to Working Members. Keep under review. UPDATE 110726: ongoing and keeping under review.
Paul Finch, Mark Perry	As part of PB Sales Officer Report it was duly noted that there had been no interest shown in the Sales Officer role that will become vacant at the AGM in November 2027 when PB retires from Committee. ACTION: PF and MP to continue to publicise the role with emphasis around it will be a team effort with certain sales tasks like the online shop, calendar, and raffles to be progressed by members of the sales team and not the Sales Officer (who will sit on Committee as lead).

	UPDATE 110226: David Hewell has agreed to take on the role from 2027 and Paul Northcott will take on the role of managing merchandise. Invite David Hewell to our next Committee Meeting in July. UPDATE 110726: progressing well. PB and DH to decide when DH will be put forward for voting on to Committee at an AGM, either this year or next year. The other option is to Co-Opt in between AGMs. PB to informed IC after the meeting that DH is happy to stand for election at this Novembers AGM.
WLA Board of Directors	A discussion took place regarding the current situation relating to our Charity Officer position. As previously communicated with Committee unfortunately Jon Aston handed in his resignation with immediate effect in March due to continuing ill health. It goes without saying that best wishes and support from all at the WLA have been passed on to Jon, his wife, and family at this difficult time. It does leave us in a rather precarious situation with our current outstanding Gift Aid claims, and in particular with our 2020-2021 submission deadline of 30th September 2025. Directors have decided to take on the Charity Officer role with immediate effect and Ian Clayton has applied to HMRC for himself and Paul Finch to be Responsible Officers registered with HMRC (not Roger Smith was already registered with HMRC as a Responsible Officer). This will enable us to understand whether Jon Aston did submit the 2020-2021 submission as we did not receive confirmation, and if it wasn't submit ourselves along with 2021-2024. Ian Clayton is in contact with Jon's wife to locate both electronic information and paperwork relating to the Charity Officer role and HMRC. Overall Directors felt with no handover possible from Jon and this being time critical it was not fair to appoint someone new to the role at this stage. We have currently got three interested parties, two of which have registered an official application. We agreed to Propose from Committee the two official two registered parties at the AGM in November and review any others than come in before. The candidates will need a Secunder from wider Membership who are not on Committee. UPDATE 111025: two candidates are being put forward for the Charities Officer role at this year's AGM. IC has organised for our HMRC account to be transferred to himself in the meantime which has allowed Roger Smith (with the help of son James with the technology) to do some sterling work and submit all of our Gift Aid returns up to September 2025. We now have interacting spreadsheets that allow this process to take minutes instead of days for each year's submission. This has led to ~£16k from HMRC into our back account in the last couple of months, a significant amount of money. For an Association of our size we are probably one of the most advanced in being able to do our Gift Aid with efficiency. A vote of thanks to Roger and James Smith for all his efforts progressing this for us. We will invite James to Christmas meal. Vote of thanks also to Ian for sorting our HMRC account out which we now have full control of with the resilience of 3 Directors (Roger, Paul, and Ian) having access. UPDATE 110226: Directors made a decision before the WLA AGM in November 2025 that, based on the fact that we have streamlined our Gift Aid application process so it takes minutes not dates, one of the candidates was pulling out of the running for the Charities Officer role due to personal life challenges, and it was thought the other may do similar, that we would postpone electing a Charities Officer on this occasion. This was because due to efficiencies made the role would not be as challenging and may not be needed anymore. We agreed we can knock this role on the head from now. RSS to share the process of doing Gift Aid with IC, PF, and JS, and share the notes that JSm. UPDATE 110726: done and complete.
Lyn Jones	An update from Lyn Jones was provided to Committee before the meeting regarding the facilities at Bridgnorth (see below agenda item 5). We need to get a new stove installed professionally and following

		SVR fire safety guidelines. We need to request through the SVR and get a quote from a company for the stove and flume before contacting them. ACTION: LJ to liaise with Bridgnorth Working Members to ask them to get a quote for a new multi-fuel stove and flume to bring to Committee. In matters regarding the water supply at Bridgnorth Working Members now have a manual process of filling a water butt which they are happy to continue. It is unlikely we will get the water supply reinstalled. It was also raised that we need to provide easier access for other Working Members to locked facilities at Bridgnorth. ACTION: LJ to liaise with Working Members on getting a secure lock box fitting at Bridgnorth. UPDATE 111025: stove was installed on 7th October 2025 and we have a fire safety certificate. Working Members at Bridgnorth decided it was best to manage keys for the facilities here by organising between selves, there is usually someone around who can let other Working Members have access as long as advanced notice is provided. LJ is progressing the door locks for Bridgnorth Workshop and will contact a company who specialises in Multi Lock doors that she has found in Willenhall in the near future. UPDATE 110226: LJ has progressed and cost is £40-70 depending on option chosen. DS was keen to get a quote for whole doors as they are getting battered at the bottom. LJ to ask if the company can come out and fit the locks with ten keys, and get a quote to share with Committee. Multi-fuel stove is installed and working well. The safety certificate has been shared with the Fire Safety Officer. UPDATE 110726: apologies passed on by LJ for not progressing the barrel locks in the last few months due to personal circumstances. LJ will progress and also ask IJ if we know how to change the safe combination.
WLA Directors	Board of	A discussion took place regarding missing safety critical paperwork. There may be mitigations we can put in place but ultimately we have to adhere to signing off safety critical maintenance works. As it stands currently we cannot return D1062 to traffic without signoff on current and missing safety critical work. We need to make sure nothing like this happens again with good management processes put in place and adhered to by all. ACTION: This will be further discussed at Board Meeting on 19th February and Working Members Meeting on 15th March. UPDATE 120725: whilst some paperwork and been found or replaced, there still remains outstanding safety critical paperwork to find or recomplete. This must be done before 62 travel dead in tow on the mainline. DS is half way through replacing the paperwork but has also discovered A end transmission is not creating oil pressure when the engine is off on one engine on the railway. Further investigations are needed which has meant 62 cannot travel to Rail 200 due to the risk. UPDATE 111025: DS is progressing this matter which is around 50% complete. RJ has offered to assist DS with updating all of the paperwork. DS has also put forward the idea of having some draws in TMD to keep our paperwork in so all have access. UPDATE 110226: whilst most paperwork on A end bogie can be updated whilst 62 is lifted, there will be holes still on B end. The second part of the problem is the torque wrench was not calibrated correctly and we are not certain the cardan shafts will be torqued correctly from 2020. We can sort A end bogie whilst 62 is lifted and cover B end bogie as and when the loco is lifted again. May be able to do this if we replace out on the carden shafts. We will be able to do an engineering assessment on the carden shafts and equalising beams. Yearly maintenance and balance exam has shown no

	engineering issues so far, which shows we are carrying due diligence along with sample checks with calibrated equipment. RJ has asked DS for the torque wrench calibration tool failure report but it has not been provided, and if RJ can assess that this is within tolerance, we may be fine with B end bogie. Committee agreed that RJ will get the torque wrench sent off that failed for further testing. UPDATE 110726: it was reported that A end is fine and the paperwork is completed. For B end RJ is reasonably satisfied bolts are at the right settings from visual inspections. The paperwork will be completed once the locomotive is lifted of its bogies again.
Mike Tromans, Roger Smith	MTr raised concerns that the facilities at TMD for Working Members are very substandard and unfit for purpose, and is contravening working directives on health, safety, and wellbeing. MTr to consult with other Working Members to write up the issue to send to RS and then forward on to Jonathan Dunster as General Manager for awareness and action. UPDATE 121024: this was raised with the SVR and there is no money available. If we wanted it to progress we would have to organise contributions to design and put a proposal and bid into SVR Guarantee Company. MTro to progress some conversations and see if we want to lead on something. UPDATE 120225: MTr has had correspondence from all the diesel groups at TMD regarding facilities. Collating and will send to RB and CB. No timescales currently but need to consider if the diesel groups will contribute to the building of the facilities. May get held up by the embankment failure and needing to prioritise fund the repairs. UPDATE 120725: meeting this week but MTr didn't attend as Chris Bond was not attending and he and DS had a conversation with Roland Bull. Plans are progressing and being put forward to the working group. This will incorporate the existing building as those involved and making decisions seem keen to keep the original building as it is one of the few original buildings. UPDATE 111025: progress has been made with 3 meetings since our last Committee Meeting in July earlier this year. There is funding available but it may be that groups have to partially fund. Plans have been drawn up. Chris Bond will be sorting out the excavation of the bank next to the foot bridge to make space for the new building. UPDATE 110226: update from the Diesel Committee is that they don't know which way to go, and action out of the meeting who wants to be involved, with some smart objectives on progress, with an update expected in 3 months' time with James Gregory taking the lead on looking at what other railways are doing. RJ stated his unhappiness with the latest situation which is we only have a port aloo. MT to reach out to Chris Bond on progress. UPDATE 110726: the WLA have done a huge amount to try and progress this one. There are no immediate updates other than the potential of moving some containers and building something on that site. Suggestion was we leave this one to progress as we have done enough to try and move things forward.
Roger Smith, Lyn Jones.	IC reported that a Member had come forward suggesting apprenticeships as a way of attracting newer younger working members. It was noted that the youngest attendee at the recent 50th Anniversary was mid 40s and we should do more to encourage younger generations to get involved to keep our locos going for future generations. Other ideas had been brought up at last year's AGM such as offering a one of younger membership for kids that lasts until they are 16 (82045 group have a one off £150 kids membership until 18 instead of yearly renewal, ties them in during their younger years). Also the idea of more short videos of interesting work going on and posting on social media including YouTube/TikTok. RS, DS to talk to RB and SVR Liaison Office about tapping into SVR Apprentices

	(Junior Club) or associating it with our own WLA Junior Club if we decided to set our own up. UPDATE 060724: RS did some research and it is a lot of work to set up logistically. MT offered to look into this and some ideas. Need to attract youngsters when they are old enough to work on the locos post 16 years old. DS suggested having a word with the VLO and advertising the WLA are available for youngsters to work on locomotives in the future. Could give them a free Membership for a year. Ask LJ to make a word with the VLO and make us more visible for youngsters coming through the ranks. There are a lot of youngsters turning to the DTG for volunteering currently. UPDATE 121024: offer Junior Membership (U18s) for £1 in 2025. Announce at the AGM. MTro progressing social media. UPDATE 120225: it was noted we now have 16 Junior Members since the AGM which is up from a couple. From 2020 our Membership has gone up by 129%, most of which will have been in the last couple of years. MTr is progressing social media channels. UPDATE 120725: some marginal success as we now have 22 Junior Members up from 16. A discussion took place as to whether we could offer engineering placements with students or Universities say 1 day a week for 6 weeks. MTr offered to support with his education background. MK offered to talk to the SVR Junior Club at Bewdley whether there are any individuals who would welcome experience working on our locos. We need to manage tasks for all Working Members including Juniors as we've had people turning up and not having anything to do or not knowing what to do. We need to have whiteboards and a spreadsheet of managing tasks and work with DS to support him. RSS to reach out to Jonathan Dunster regarding sending an invite to Francis Bourgeois to further enhance our publicity on social media. UPDATE 111025: RSS has contacted Jonathan Dunster and Lesley Carr and Lesley has passed on RSS contact details to Francis Bourgeois. We have heard nothing back as yet. MP has progressed the whiteboards in the TMD which has been working well for basic maintenance tasks with completion date requirements for all Working Members. MK has progressed organising the SVR Junior Club to work on scrapping the bogie frames and they will be monitored constantly by MK (who has a SVR DBS) for both safety and also what can be worked on engineering wise. UPDATE 110226: no progress with Francis Bourgeois after the SVR passed on RSS details, so we will try to pursue at a future gala if we seen Francis. MK will progress bogie clean with SVR Junior Club once the bogie is out, the main components removed, and we have a date. UPDATE 110726: progress has been promising regarding younger working members with Kristian and Jack getting apprenticeships with the big railway based on using examples from their experience with the WLA. We will continue to progress attracting younger members and working members going forwards as part of our Business Plan. Therefore closing this item.
Darren Shelmerdine	Agreed that due to an incredibly busy running season any opportunity to run bespoke OBBO trains will need to wait for the 2023 running season. However it may be possible to get an OBBO on a service train. Still planning for an OBBO to celebrate the lives and dedication to the WLA of Greg Heathcliffe and Henry Coates. UPDATE 071023: prioritise Henry and Greg OBBO for 2024. DS to liaise with the railway regarding an OBBO on a service train in memory of both. Then organise an OBBO only day either in 2024 or 2025. UPDATE 280224: DS planning for an OBBO charter for early July 2024. UPDATE 060724: will now need to be planned in 2025. UPDATE 121024: discuss at February 2025 meeting.

	UPDATE 120225: discuss at the February Board Meeting on 19th February. Was discussed at the Diesel Committee and a heavy discount was provisionally agreed at around £2000. UPDATE 120725: due to many competing factors such as competing priorities with loco operations and maintenance, and also Hampton Loade to Bridgnorth being closed (at the time of our last Board Meeting we did not know when the line would open again), the Board decided to postpone until 2026. The idea of Western Memorial was put forward to remember those Committee Members and volunteers who had sadly passed away over recent years (Chris Shields, Henry Coates, and Greg Heathcliffe). UPDATE 111025: progress this one in February 2026. UPDATE 110226: progress this month. Support from RSS, PF, and PB to organise with rates agreed at the Diesel Committee. Will need to wait for the operating dates. The 46 group pay £2000 +VAT for the OBBO which includes fuel but no mileage paid. UPDATE 110726: having the OBBO on a service train is not possible for two round trips as the locos are swapped from stock. RSS has contacted the railway for a quote for 3 rounds trips with the OBBO and loco only with food.
	Closed actions from previous meetings
	Separate log kept for reference. Available on request.

1. Welcome

Present: Roger Smith (Chair and Director), Paul Finch (Vice Chair, Publicity Officer and Director), Ian Clayton (Company Secretary and Director), Marty Kent (Ordinary Members Officer), Mark Perry (Editor), Peter Bamber (Sales Officer), and Lyn Jones (Working Members Officer).

2. Apologies for absence

IC

Darren Shelmerdine (Engineering Project Coordinator), Paul Tucker (Membership Officer), Robin Jones (Maintenance and Standards Engineer), Mike Tromans (Fundraising Officer), Jonathan Sandiford (Legal Officer), and Mike Targett (Treasure).

3. Actions from last meeting

IC

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

Approved Committee Meeting Minutes 110726

Proposer: Paul Finch

Seconder: Peter Bamber

All Committee Members present at the meeting approved the minutes.

4. Chairman's Report

RSS

1. Opening Remarks

Despite the setback of D1062 suffering a DFE failure on Friday, 3 July, the WLA has continued to strengthen its position this year. We currently have £273,000 in our bank account, thanks to sales and the continued generosity of our supporters through donations. In addition, our membership continues to grow, and we are now just nine members short of our target of 660. The bogie project for D1013 is also progressing well. The recent non-destructive testing (NDT) confirmed that there are no cracks in "A" end bogie frames, allowing us to move on to the rebuilding phase, starting off with the torque reaction arms and rubbers.

Of course, we continue to face a number of significant challenges, not least resolving the earthing faults that are preventing D1062 from returning to traffic. I am sure

you will all join me in thanking Robin Jones, who has been on the case to investigate what has proved to be a particularly unusual and complex fault, in the extremely hot weather. We wish him every success in getting to the bottom of the problem and returning D1062 to service, just as soon as possible.

Hot off the press the problem with 62s electrical fault is fixed. A vote of thanks was put forward by Committee for Robin Jones and Paul Medley for their efforts in difficult working conditions.

2. Proposed Assistant Engineering Co-ordinator

One of the Board's key priorities has been to strengthen our engineering team whilst encouraging and developing the next generation of volunteers who will carry the Association's engineering expertise forward in the years ahead. We all recognise the tremendous pressure Darren has been under in keeping D1062 operational, whilst overseeing the extensive work required to complete D1013's overhaul. As you will have seen, item 5 on the agenda concerns the proposal to appoint an Assistant Engineering Co-ordinator. I am pleased to report that the Board fully supports this proposal as a practical way of providing Darren with additional support.

Furthermore, the Board is proposing that we co-opt Jack Baldwin into this role. Many of you will already know Jack as a dedicated WLA Working Member who has successfully led the SVR Hydro Project, earning several awards and considerable recognition for his work.

With the Hydro Project due to conclude at the end of this month, Jack will be able to devote more time to the WLA. His electrical expertise will significantly strengthen one of our key engineering disciplines, and his enthusiasm and commitment make him an excellent candidate for the role. I have circulated a copy of Jack's CV, which I believe is exceptionally impressive for someone at this stage of his career. Jack works for West Midlands Trains as a Reliability Technician, and Robin Jones has already commented that Jack's early career closely mirrors his own beginnings in the railway industry.

I am therefore delighted to confirm that Jack is keen to take on this new role in support of Darren, subject, of course, to the Committee's approval. I look forward to discussing the proposal with you later in the meeting. Thank you!

5. Proposed Assistant Engineering Coordinator RSS/DS

See above and accompanying CV for Jack Baldwin.

The WLA Board proposed we Co-Opt Jack Baldwin onto Committee as Assistant Project Coordinator.

This was seconded by Robin Jones proxy by Roger Smith as Chairman.

A Committee vote for the above resolution took place and all those in attendance both in person and virtual unanimously agreed to Co-Opt Jack Baldwin onto Committee as Assistant Project Coordinator. Jack will serve in this role until the AGM in November when the new position will be put forward to our Membership for election onto Committee.

6. DTG Accommodation Bogie

RSS

A discussion took place around the WLA being accused of taking parts off the DTG accommodation. Subsequently an investigation took place and pictures were found just before D1013 was put on the accommodation bogie and it was already missing the parts. This has been reported back to the DTG with no response as yet.

Committee agreed there was no further action needed and do not react negatively to any allegations or unwanted behaviours as WLA volunteers. We consider this matter now closed.

7. Fundraising and Sales Plan

MTr/PB

1. Events

- a) WLA Sales on Tour attended the GCR Diesel Gala on Saturday 25th April and had a great day with total receipts of £1,150 – a great result. We went “up in the air” with a 6’ x 2’ free standing mesh which worked very well and made a great display along with our new WLA banner flag which helped us stand out. A definite for another visit next year.
- b) The SVR Spring Diesel Gala went well with total receipts of £8,500 from merchandise and raffle ticket sales and our share of the TMD Tours revenue. We added a second free standing mesh to further improve the clothing display and a mug display shelf which worked really well.
- c) Our next event is the Glos Warks Diesel Gala where we will have the Sales Stand in the Diesel Shed on Saturday 25th July. There will be a very good line up of locos including D7018 so do come along and see us.

2. Publications

- a) Our 2027 Calendars are almost ready to go to the printers and the theme is Western Tribute in homage to the last BR Western railtour on 26th February 1977. The wall calendar will be dedicated to Steve Marshall, the author of “Demise of the Hydraulics”, who sadly died last autumn before the book was published. His widow Hilda has donated £5,000 to Western Lady which was his favourite.
- b) Many new books have been published over the last year and all are available from the online store. Bernard Mills is working on “Lament to Western Tribute which will be published in the next few months

3. Merchandise

- a) Garment sales continue to be strong with our bespoke range doing very well. We can now do just about any loco and took orders at the Gala for polo shirts with a Peak, a DB Class 66, the Clayton and even a Class 31.
- b) We are gearing up to celebrate Western Tribute with a wide range of merchandise and the Red Ranger items are selling well already.
- c) Mike Troman’s superb Western Trilogy print is selling well with over half of the 74 Western numbers allocated

4. Fundraising

- a) The 2026 WLA Lottery raised £1,550 with a first prize of £465 which is a tidy sum. £775 went into the kitty to support our three locos.
- b) A one-off online raffle for a limited edition Dapol 00 gauge model of Courier in maroon SYP, which was one of 150 produced to celebrate her fiftieth anniversary, is under way. With tickets at just £2.50 or five for £10 the response has been excellent. The running total receipts on 30th June is a magnificent £785 and the raffle will be drawn on Saturday 11th July after the Committee Meeting.

5. Spreading the Load

- a) The transition to a new Sales Officer is well under way with Dave Hewell attending his first committee meeting today as Sales Officer designate. Dave organised our highly successful visit to the GCR Diesel gala in April and is organising our first visit to the Bluebell Diesel Gala in early September.
- b) Paul Northcott is taking on the role of Merchandise Manager and is already handling book sales and purchases with operation of our GDMK account for clothing and merchandise the next step.
- c) You won't be seeing the last of me by any means, but I will be taking more of a back seat after eight years during which time we have substantially increased sales and fundraising. I will continue to run the WLA Raffles and WLA Lottery and still be an active member of the Sales Team. I am delighted that John Kite has agreed to continue as our Calendar supremo, after all he has only done fifteen years so far. Our other Sales Team members will still be very much involved and we are always on the lookout for more people to join us having fun and making money for our locos.

8. Officer Reports

All

Vice-Chairman and Publicity (PF)

What has happened from a PR perspective since we last met on 11th February...

We presented to The LCGB Dorking Branch, the afternoon before the meeting on Tuesday 10th February.

Then on the day of the Committee Meeting – Wednesday 11th February, our 2x MTU 538 engines were delivered to Kidderminster.

The D1062 Western Courier 50 years 1963 – 2013 Headboard was sold at auction over the weekend of 14th and 15th February for £200.

Saturday 21st February and D1013 is lifted and “A” end bogie removed and overhauled “B” end bogie put back under the locomotive.

The WLA Driver's Manual for Class 52 Locomotives is released.

Friday 6th March – D1062 is lifted, our 2nd lifting in 2 weeks, and “A” end bogie is removed so that the failed equalizing beam can be replaced – and new cardan shafts installed. The locomotive was lifted again on Wednesday 1st April and “A” end bogie returned.

The Severn Valley Railway Spring Diesel Gala took place from Thursday 14th to Sunday 17th May but unfortunately we had not been able to make D1062 ready to take part and had to withdraw from the Gala.

That aside, **Western Mayblanc** is launched at the Diesel Gala – and well received / Sold Out !

Since the Gala, Courier has been out as about as follows:-

Sunday 24th to Friday 29th May – 6 consecutive days of operation

Friday 5th June – our 1st DFE of the year

Saturday 13th and Sunday 14th June

Sunday 21st June

Friday 26th June – we were due to hold our 2nd DFE of the year, but this was cancelled due to the extreme heat.

Sunday 27th June – stand in for steam at the 1940s Weekend.

Friday 3rd July – DFE – Unfortunately D1062 failed in the afternoon, and two guests didn't get their driving experience. They will of course be invited back and the fault on D1062 is being investigated on Wednesday 8th July.

That's 12 days of operation so far this year....

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

Press Coverage

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

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

Trackside – March 2026

February 2027 return for Western Ranger

Old Glory Magazine – March 2026

Western future secured with replacement engines

Railways Illustrated – April 2026

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

Railways Illustrated – April 2026

D1013 edges closer to a return to use

Today's Railways - March

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

Today's Railways - April

Busy year ahead for the WLA

Rail Express – April

Western Ranger bogie progress

Trackside – May 2026

Why I Volunteer – Paul Finch, Vice Chairman, WLA

Trackside – May 2026

New Cardan Shafts for D1013 as current new set fitted to D1062

Trackside – June 2026

Western Pioneers – 5-page article on the WLA

Trackside – July 2026

WLA progress update

Rail Express – July 2026

Progress on Western Bogies at Severn Valley Railway

Whizzo Woods

As at the start of July, we have **600 trees** in Whizzo Woods, quite a milestone and we are well on our way to achieving “D1000” trees.

Thanks to the Bamber Clan for a large purchase of trees to get us to this milestone.

We will get there and we will be even more “enterprising” over the coming year with our initiatives!

e-Newsletters

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

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

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

Just the one presentation so far this year, to The LCGB Dorking Branch on Tuesday 10th February 2026.

The next presentation is to The Wells Railway Fraternity on 8th September 2026.

Heritage Railway Association

A meeting is being arranged with Rebecca Dalley, CEO of The Watercress Line and HRA Director to explain what the WLA is all about and show her what we are doing at Kidderminster – dates have been offered later this month (Wednesday 22nd and Friday 24th) and we are awaiting confirmation.

Pop Up Banners

Still planning to produce new banners for D1013 and D1062, but the WLA Flag Banner produced by Paul Northcott took priority.

WLA OBBO 2026

Outstanding action.

Treasurer (MT)

Following last night's Directors meeting I enclose an updated finance report.

Our position at 09.07.26 is as follows:

Cash: £273,091

Budget: (£99,300)

Contingency: (£30,000)

Bogie shaft creditor (£28,000)

Available: £115,791

Made up of:

Restricted funds D1013 bogie project: £7,570

Restricted funds D1048 preservation: £15,221

Unrestricted funds: £93,000

At the time of writing I am awaiting confirmation as to whether invoices have been raised for the bogie shafts (above creditor) and the new set of batteries destined for D1013, before closing down and filing our VAT return for the quarter ending 30.06.26, which is now due. Potential additional input to reclaim from these two invoices is in

the region of £6,500 - £7,000. For cash flow reasons I would rather this input VAT be reclaimed this quarter than the 30.09.26 quarter.

Engineering Project Coordinator (DS)

Sorry I can't attend the meeting today, please accept my apologies.

Starting with Courier. Unfortunately with 62 didn't make the Gala following the Winter Maintenance and the replacement of the Equalising Beam. The Working Members made a valiant effort to try, but time ran out. 62 was only just made ready for Sunday 24th May with the final sign off being carried out the day before.

Since then Courier had completed all of its booked running days and an additional day a couple of weeks ago. Unfortunately during the last trip south on the DFE on Friday 3rd July, 62 failed with electrical issues. These issues are currently under investigation. It's hoped that these will be found and resolved in time for its next booked running day on Tuesday 21st July.

Ranger is back inside the TMD on No3 Road. As it stands, it should stay there until the completion of the overhaul.

The Bogie had its NDT carried out in the week. There were no issues identified and we are now at the stage where parts can start to be refitted.

Rangers new set of Batteries have arrived. These will be fitted as soon as practically possible.

Unfortunately Ian Williams is no longer available to attend this month to carry out the fabrication and welding on the Boiler Area Windows. I'm currently awaiting a response from Ian for an alternative date.

Lady remains down CS1 and the SVR have been approached to get it back in the area of the TMD. It should be noted that the set of Batteries destined for Courier remain on Lady whilst the testing has been carried out. However the testing has come to a halt whilst the loco remains on CS1. Hopefully Lady will be back on the TMD in the next couple of weeks.

As a general overview, I've been posting regular updates on the WhatsApp Group.

I'd like to think that Ranger will be ready to return to traffic next February as I think it'd be wonderful for the WLA. However it's really going to take a huge effort to make it happen and that's without any issues with 62.

With 62 showing issues it reinforces the need to return Ranger to traffic so as to give 62 a break which would enable it to have a refresh.

Going forward and as Ranger's overhaul comes to an end, I'd like to start refurbishing parts, particularly exam items and on the shelf spares. This will aid exams and reduce downtime. Parts can also be used on 48 future then those that come off are refurbished and return to the float of spare. I think this will be the only way we'll be able to keep 2 or even 3 locomotives active.

Having communicated with the Directors the amount of work being put into the Engineering Coordinator post, I'm supportive of proposal if creating an Assistants role.

Thanks yo all the committee for their support to the WLA.

Maintenance and Standards Engineer (RJ)

Firstly, my apologies for absence as I will not be attending the committee meeting face to face on Saturday owing to commitment within the TMD whilst investigating electrical faults on 1062.

Engineering report for 1062

1062's 'pre-season' Balanced exam was completed on 23rd May which included an unscheduled bogie compensating beam change and installation of new cardan shafts on 'A' bogie. The wheel tread was also examined and gauged in order to ensure that flange profiles continue to operate within specified tolerance. A list of outstanding deferred work has been identified which needs to be completed at the earliest opportunity (see attached deferred sheet).

The loco will be due an A1 exam after completing 15 operating days since entering traffic.

Unfortunately, 1062 has recently been withdrawn from service following an auxiliary electrical system defect.

Initial investigations confirm the presence of multiple earth faults, the cause of which need to be identified & cleared before the loco is certified operational again. Further updates will be issued in due course.

Membership Secretary (PT)

Please accept my apologies for not attending in person due to a prior commitment on this date.

At the time of writing, our total membership stood at 647,

Made up of:

291 Adult

274 Senior

25 Family

33 Life, including 3 family life members.

24 Junior

Of these, 626 are online, now leaving only 21 without email addresses.

Editor (MP)

The autumn 2026 magazine first draft has been prepared by Colin Marsden with about 95% of the content. The few bits to complete are my piece, finalising the sales update, complete the Western workshops section and include the notification for the AGM in November.

I need any further content to be with me by 14th July at the latest, I will then visit Colin and get everything ready to send to the printers in late August before I go on holiday. The magazine will then be with me by mid-September which will allow me to get them sent out ahead of the Autumn Diesel Bash. Print run will be 675 -700 dependant on membership levels.

The second Mike Woodhouse book is still in progress. I am working with Colin to source some more photographs and I am continuing to write up the story of Rangers bogie refurbishment to include as well.

Point for discussion

I would like to offer a cab ride to Steve Widdowson and John Sharratt for their contributions to the 2025 magazines. If possible do this in the August running days, otherwise carry them over into 2027.

Secretary (IC)

No further updates.

Fundraising Officer (MT)

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

UPDATES IN BOLD TEXT.

1. Crowd Funding.

WLA crowd funding account has increased from **£2667** in October 2026 to **£3467** raised so far with ongoing monthly pledges up from **27** supporters to **28**, the gift aid proportion of this that currently stands at **£840.50**

Next steps;

- Need to rethink this now and find a way of getting more monthly donations. How to reach out to more people to donate a regular monthly amount, the potential money to be raised could be dramatic. **It still seems hard to get more of our Facebook membership to sign up to this???**
- Individual fund raising through Crowd Funding. **Put out on Facebook.**
- **WLA weekend event**, I am going to speak to Mr. Dunster in relation to running this during the non-running season, probably early March time. Locos in the station, cab visits, sales stand, film, slide and talk shows. Price to include sandwich lunch. Possible cab rides down to TMD and back (dependent on availability of 62 at the time.) Saturday evening event with live entertainment at a suitable venue TBD. Great opportunity for networking and socialising with new members.

2. Sponsorship.

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

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

3. Projects.

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

Costings out for various up and coming essential maintenance and repair projects once assessments have been carried out. It is important that those who contribute see where their money is going and not just becoming part of a bank balance. Knowing that they have played a part in the future operation of our locomotives.

ACTION. Need to speak with Mike T regarding where money is being spent and provide an overview for members.

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

TIK TOK page has been developed by Krystian, as with youtube channel I would still encourage members to send me videos of ongoing work as have yet not received any, another request to be sent out.

Instagram WLA page still to addressed.

I will look at an X account shortly.

5. WLA lottery.

£1550 raised with £775 going towards the locos after prizes.

6. EASYFUNDRAISING

£93.40 in donations so far via 70 donations.

15 supports have joined

with 113 cause page views.

How do we get more people on board?

Members

Family and friends

7. Artwork.

WESTERN TRILOGY has sold well with over half sold; I will keep on promoting this via various means and have begun posting orders out.

About £2000 in orders so far.

8. Photographic competition 2026.

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

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

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

9. Car boot sale at Kidderminster car park

With a **TRAINS, PLANES AND AUTOMOBILES FOCUS.**

£25 PER CAR ENTRY FEE ALL GOING TO THE WLA.

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

Kidderminster facilities update.

All I can report is that Chris Bond is waiting on Roland to move containers by the footbridge so that ground survey can take place, I have been trying to chase things up but things seem to have stalled.

Watch this space!

Some other thoughts for future activities and opportunities.

Depot tours

Photo opportunities

Train and loco hire for special events

Loco visits and talks

Loco prep and start up events

Donation of reusable unwanted items and set up WLA sales page

Donation plaques on locomotives

Education arm of WLA, school and college visits

Regional talks and film show, etc.

Social events with fund raising activities with offers of free entertainment/performances
Further opportunities for donators with cab rides
Media coverage
Articles for the railway press
Promote individual Incentives e.g. raise £1K to drive a western light engine (out of season from shed to station and back/ Bewdley and back etc.)
Smaller scale lottery grants that have a wider community angle (the more people who are impacted by this the better.)

Legal Officer (JS)

No further matters arising to report.

Working Members Officer (LJ)

I have not been notified about any new working members until this last week where two have been in contact. Currently arranging visits and making sure their admin has been completed.

One person who has come back to us is Terry Coleman, he used to work on D1048 many years ago, but left due to politics etc.

To cut a long story short, he tried to join us last year and then retracted everything. I found out from the VLO that it had been his third time at cancelling all and they weren't prepared to do it again ever!

This year instead of contacting us, he contacted Diane Malyon, who asked the SVR admin office to reinstate Terry's HOPs account, they didn't check why it had been archived in the first place, this is now his fourth time. Anyway, Barry (VLO) contacted me and we liaised with Roland and told him the history of this chap.

Roland agreed that the TMD was not the right environment for him. So Terry then told Barry the sales team in the WLA was where he would fit best.

Paul F, Dave H, Pete and me had a sub committee meeting and decided that at this time there are no openings for extra people on the sales team at this time and an email was sent to Terry.

Ollie Whitefoot has not been seen in the TMD since before the last committee meeting, I saw him briefly to acknowledge at the May gala, but that was all. I don't think he will volunteer with us, his interests are more in the signalling side.

Lily, I haven't seen in the TMD since last year, I have seen her working on the platforms at Kidderminster.

Ollie Twigg has jumped ship to DTG.

Krystian and Jack, great to see the enthusiasm from these two and all the best for their apprenticeships.

Bridgnorth Workshop Keys

I would like to offer my apologies to the committee for not pursuing the new keys and barrel for the Bridgnorth workshop doors.

My excuse is that I have had so much going on since December, with Marks dad passing away, a funeral, ongoing other issues, work and then the birth of my Grand Daughter. I'm afraid it just went out of my head. I now have it as a reminder on my phone!

Coop Concerns

I have had an update from Coop regarding the concerns he posed in February:

1. In container C3, the damp is getting in and mould is growing, he is asking for vents to be fitted ASAP. He mentioned that this has been requested before, but he feels

the situation is getting worse – He has fitted vents to C3 and will have to wait and see if they make a difference regarding the damp.

2. He also mentioned that he put forward some receipts for items he had bought, these were authorised by Roger, but he is still awaiting payment. I'm not sure how long ago these were from. – Payment has been received from Paul F.
3. He has run out of lining material for the battery boxes, can more be ordered please.- Darren was looking into Battery Box linings, can you let Coop know when it has been delivered so that he can finish the job.
4. 40mm cap head bolts are need for 1013's B engine intercooler. – The bolts have been received and fitted, they just need torquing up along with the rest of the intercooler bolts.
5. He is very concerned regarding the monthly emergency light test in C3 and C4, this is not just for the electrics but for fire safety, it gets done by him but feels that it shouldn't just be him, from memory he said that Paul Finch had signed it off one month, the rest are him, and he feels it shouldn't be just him. Can a rota be set up with a nominated list of trained people, (maybe directors – Coop's suggestion) So that whenever they visit they get in the habit of checking that it has been tested and signed, or complete the check themselves even if it happens to be more than once a month. He says he hasn't heard anything about a rota as yet regarding the lighting.

He added that he won't be at Kidderminster for a few weeks as he will be working at Bridgnorth so someone will need to do the test for July.

*Fire Extinguishers were tested at Bridgnorth last week so someone will need to let them have access to C4 to test the one in there. Possibly due in August, but will need to be checked

Ordinary Members Officer (MK)

Nothing to report.

9. AOB/dates of next meeting

IC/All

Committee Meeting 10th October 2026 (KRM)

AGM 14th November 2026 (KRM – Royal Star Room)

Committee Meeting 6th February 2027 (KRM – TBC)

Committee Meeting 10th July 2027 (KRM – TBC)

10. Close

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

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