



## Western Locomotive Association e-Newsletter – July 2026

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

Lots of hydraulic action this month with D1062 in action every week of the month. The month kicked off with a Private Diesel Footplate Experience on Friday 5<sup>th</sup> June, although another DFE later in the month on Friday 26<sup>th</sup> June has to be cancelled due to the extreme heat!

Courier was back in action over the weekend of Saturday 13<sup>th</sup> and Sunday 14<sup>th</sup> June with a return service to Bridgnorth on each day, and then again on Sunday 21<sup>st</sup> of the month.

To end the month, Courier was asked to stand in for steam on Saturday 27<sup>th</sup> at the Valleys 1940s weekend as we all know that German Maybach power is much safer when the ground is tinder dry than steam – our Chairman enjoyed two round trips in charge of the locomotive – you will enjoy the summery pictures later in the newsletter.

So, to kick off the month – we start with a great summer view of D1062 Western Courier being prepared for service and positioned on Engine Line 1 on Friday 26<sup>th</sup> June, ahead of its two return trips on the Severn Valley on Saturday 27<sup>th</sup> June.

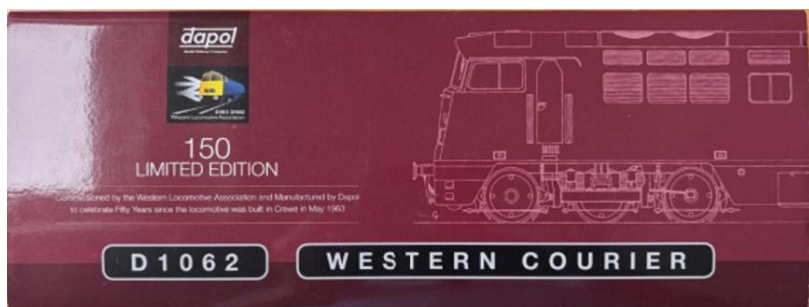


D0162 seen on Saturday 27<sup>th</sup> June at Arley, a classic pose which we have all seen before but is well worth seeing again.



Other important news worth sharing, we are currently holding our Summer Raffle, the PRIZE being a rare model of D1062 Western Courier, recently donated to us, and one of only 150 produced for the 50<sup>th</sup> anniversary of the entry into traffic of D1062 on 6<sup>th</sup> May 1963 – the box has not even been opened!

The raffle will be drawn on Saturday 12<sup>th</sup> July at the WLA's next Committee Meeting – tickets are available at £2.50 for a single ticket or £10.00 for 5 tickets at [Fundraising & Lottery - Western Locomotive Association](#)



Two of the WLA's younger Working members received some wonderful news in June – both Jack Richards and Krystian Rekowski have been offered Apprenticeships with Alstom at their Oxley Traction & Rolling Stock Maintenance Depot. Congratulations to both, and it looks like our future could be in safe hands.

Both Jack and Krystian have been WLA members for less than a year, but they have gained valuable hands on experience at Kidderminster TMD through their volunteer work on D1013's Bogie Overhaul Project and on D1062's Winter Maintenance Program, which included assisting with the replacement cardan shafts at "A" end.

During the recruitment process, Alstom took a keen interest in the pairs involvement with the WLA, particularly as they had no previous railway industry experience before joining up as volunteers and both are still under the age of 18. Their commitment and passion clearly made a strong impression.

Both now have the opportunity to develop their skills further whilst working on Class 390, 805 and 807 electric units.

We congratulate them both on this outstanding achievement and wish them every success as they begin their railway careers.

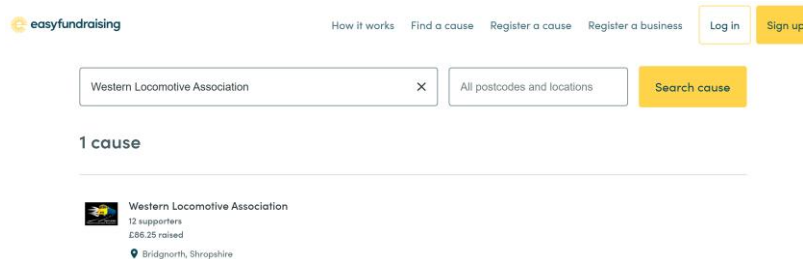




Something else we would like to encourage you ALL to do is to sign up to “easyfundraising” – it’s free to do, costs you absolutely nothing, and as many, many retailers participate, every time you purchase something on-line with a signed up retailer, the WLA receive a donation.

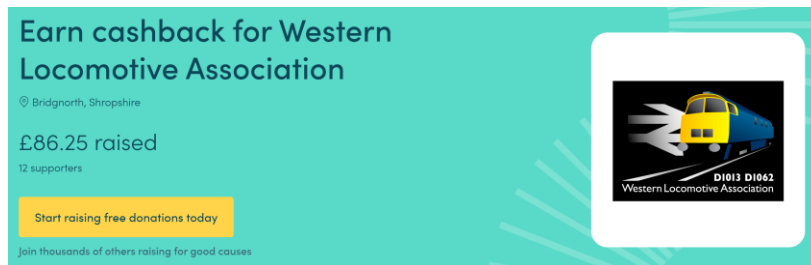
All you have to do is sign up online at [Support a Good Cause | Easyfundraising](https://www.easyfundraising.org.uk) (<https://www.easyfundraising.org.uk>)

Select your cause...



And we will start receiving donations whenever you spend, it couldn't be easier.

A big thank you to all of you that have already signed up, it is really starting to make a difference.



Later in this e-Newsletter, the latest batch of pictures from Andy Collett are shared – Andy has also recently uploaded a new set of videos to his Western Cameraman YouTube channel, which can be viewed as follows:-

- Class 52 Westerns in the 1970s - Part 2 [https://youtu.be/dr57sBm\\_c4w](https://youtu.be/dr57sBm_c4w)
- Class 52 Westerns in the 1970s - End Days [https://youtu.be/0\\_Al8H1BVac](https://youtu.be/0_Al8H1BVac)
- New images added in May 2026 <https://youtu.be/zCw2a8LavR4>

It was well worth taking a look.

To end this month's introduction, and for those with a few pennies to spare, the next Western nameplate and numberplate set is up for auction on Saturday 18<sup>th</sup> July with GW Railwayana Auctions, and the nameplate available is....

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WESTERN RELIANCE  
D 1068



Nameplate WESTERN RELIANCE together with its cabside numberplate D1068 ex British Railways Class 52 Diesel Hydraulic built at Crewe in 1963. Allocated to Old Oak Common, Newton Abbot, Bristol Bath Road, Landore and 84A Laira from where it was withdrawn in October 1976 and cut up at BREL Swindon. In nice original condition, the nameplate measures 95in x 8in and cabside 35in x 10in. Note this is the set that appeared in the April 17th 1978 Collectors Corner sales list as complete and not the side that was missing the D and some of the beading from the numberplate. (2 items)

### **And finally, a request for information:**

One of our members who had hoped to travel on the recent Golden Hind excursion behind D1015 Western Champion has asked if anyone kept a timing log whilst on the trip which they are willing to share?

With a light load, D1015 did perform superbly, and it was noted on Real Time Trains that it took just 55 minutes from Plymouth to Exeter which would have been a good time even back in the day!

And a good excuse to share another picture – The DTG's D1015 Western Champion seen arriving at Oxford at the start of the day 😊



A final reminder – it's not too late to order your own copy of a Western Trilogy – there are a few copies left, numbered with the Western of your choice (if still available.)



Western Trilogy is a superb, ready mounted A3 print of our three WLA locomotives – Western Ranger, Western Lady and Western Courier, standing in front of the carriage shed at the Autumn 2024 Diesel Gala. Digitally printed from the original painted by Mike Tromans who is project lead for D1048.

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

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

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

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

## News from the Chair

Most people like to go somewhere hot for their holidays and so it was with my few days recently at Kidderminster TMD! It was just unfortunate that there was no beach or swimming pool to relax alongside – so I just got on with polishing up D1062 which at least made it look smart for the 40's weekend, at which it covered two round trips in place of steam, due to the fire risk.

It was a real shame that our DFE Course was cancelled for 26<sup>th</sup> June due to the heat but by 9am in the morning the temperature was already at 30 degrees centigrade, so you can imagine what it would have been like in the cabs! I'm sure the DFE will be rescheduled by the SVR and so if you did miss out, you'll still have something to look forward to.

Our two round trips the following day were something to behold as the loco performed faultlessly but by mid-afternoon the heat was building up again, making the cabs a bit on the warm side, to say the least!

Just recently, D1013's "A" end bogie has been placed on the pit road within the TMD and so for those Working Members who like to get their hands dirty, now is the time to get stuck in scraping down to bare metal, as the time is ticking away before the NDT work takes place and it's also less than a month before the bogie is taken off the pit again, with the deadline being Friday, 24<sup>th</sup> July.

Whilst on the subject of the bogie overhaul, a full set of primary springs removed from D1013 have now been sent to Owens for refurbishment. The new set of springs (half in stock and the remaining half fitted to "B" end bogie) will eventually be sent back to Owens for re-cambering, so in effect, we will end up with a complete new set of primary springs in stock for future use.

Whilst visiting the SVR, Phil Hiscocks showed me the boiler window frames made up for D1013 using new and refurbished parts, which looked like a work of art! Phil was kept busy by painting these in grey primer and I'm sure you'll join me in thanking Phil in taking the time and trouble to have these parts restored and financed too – thank you Phil! As a bit of a treat, Phil was able to join us for a round trip on D1062, which I think he quite enjoyed!

On the administration side, July is looking to be pretty busy with a Board meeting due on the 8<sup>th</sup> July and a Management Committee meeting due on the 11<sup>th</sup> July. In the meantime, it's good to report that we have met our initial target in raising funds for D1048 at just over £15k and that we now have an amazing 651 members – just short of 9 members before we meet our target of 660 for 2026. I just hope we can continue the upward trajectory as it's not easy running a business, let alone a business reliant on volunteers and the goodwill of its members. Anyway, quite incredible that we've managed to increase our membership by 408 or 168% in just 6 years.

And as it's always good to finish on positive news, that's my cue to finish my notes.

See you on the Valley!

Roger Smith  
Chairman



## D1013 Western Ranger Progress Update

See Monthly News Updates this month.

## D1048 Western Lady Progress Update

I am delighted to report that the D1048 Western Locomotive Appeal has now passed the £15,000 mark with £15,106 donated. This is fantastic news and will allow us to make further progress with the locomotive.

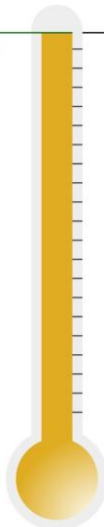


### D1048 WESTERN LADY

The Western Locomotive Association became the proud owner of Class 52 D1048 Western Lady in 2023 when the locomotive was kindly gifted to the WLA. This was following a move from the Midlands Railway Centre to the Severn Valley Railway to take part in the SVR's Autumn Diesel Gala event as a static exhibit.

The locomotive is currently going through an encouraging electrical assessment and programme of fault finding, to be followed by a mechanical assessment.

£15,106      £15,000



## “Westerns”

It all started in the early 60s while I was growing up in Devon.

I lived on the edge of Exeter and by the age of 6 had developed a keen interest in steam trains, particularly those beautiful GWR brass funnelled locomotives. These were the last few years of steam, and I felt particularly sad that their days were numbered. I had become familiar with all the different classes of locomotive and particularly loved the Castle. With power and speed, you would always find one at the head of every important train. I felt resigned to their sad demise and assumed my interest in railways would completely die when they were gone.

Then one day after a long 3-mile ramble over fields and through woods north of Exeter, I found the main line out of Exeter. Warships had by then taken over from the Castles but then along came this new locomotive. What was it? I had never seen anything quite like it before - it just looked stunning. I was blown away.

This must have been around 1962, and the location was I believe Stoke Canon. **I quickly found out it was a Western.** She was hauling an express from Paddington, decked out in the usual maroon livery with small yellow ends. Obviously behind schedule and trying to make up time, it came roaring down at speed, and the sight and sound of that locomotive have been etched in my mind ever since.

My interest in Westerns developed and I would seek them out wherever I went, trying to hop a ride on one wherever that would take me. Over the years I managed to see the entire fleet with just one exception, which ironically was the first one ever built – Western Enterprise No D1000.

I travelled all over the West Country to see and photograph these works of art and when my parents moved to Worcester, a town where these locos would seldom venture, I was utterly distraught. With school chums I would sneak down to Bristol Temple Meads or London Paddington whenever I could and see them in all their glory.

When the news emerged that British Rail were planning to scrap all diesel hydraulics in favour of diesel electric traction, my heart sank, and I lost all interest in railways. I was appalled.

50 years later, while up in Shropshire I made my first visit to The Severn Valley Railway which happened to be hosting a steam gala event that day. It was wonderful to see a range of those magnificent GWR locomotives once again, but what really caught my eye was a poster of 2 Westerns preserved by a group of enthusiasts on this very railway.

I had no idea these iconic locomotives had such a big following and promptly joined the Severn Valley Railway and the WLA.

Fast forward a few more years and to celebrate my 60th birthday, I treated myself to a ‘Driver Experience’ day at Bridgnorth where I met up with Roger and Darren in the cab of one of these beauties – Western Courier of course. With expert tuition and perfect weather conditions on the day, I couldn’t have had a better time. To actually control one of those Maybach engines and hear that roar was very special – something I thought I would never get to experience.

I vividly remember those other diesel locos of the time, mostly diesel-electric and thought how ugly they looked and sounded more like tractors. So, what was so special about the Westerns and why were so many people entranced by them.

The Western was stunningly good looking.

The design is quite unique and here credit must go to the Western Region for seeking out a designer and design that could emulate those handsome predecessors on the GWR.

When I discovered the Western was designed by an architect - Misha Black from the Design Council or was it his understudy John Beresford-Evans, I was not surprised. So much care and attention to detail was put into the styling. They have become timeless, an absolute classic. Rather like the Spitfire aircraft or cars like the DS Citroen (1958 model) or E-Type Jaguar – they still look good today. The full yellow ends, introduced in the late 60s I felt helped make the design even more attractive, highlighting the design subtleties of the cab with its central crease line, splayed windows and sharp shadow line above. When this new livery was applied to the other designs of locos, it did not improve their aesthetics – it simply made them look worse.

So, it is an absolute joy to follow the news about Western Courier, Ranger, Lady and Champion (DTG owned) and others and long may they keep running.

I am an architect (now retired) but still pay homage to this wonderful locomotive. I have nearly completed a large n-scale model railway set in the West Country with tunnels, viaducts, rivers and forests – all scratch built and operated using a DCC system. All locomotives, both steam and diesel are fitted with sound, and it won't surprise you to hear that three are Western Class locomotives, one of course being D1062 Western Courier!

The layout is at my home in East Devon, and I would be happy to show it to anyone interested.

Laurie Woof

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

### Monday 1<sup>st</sup> June

The month started with a request going out to the Working Members for help in transporting three equalising beams to Bridgnorth ( two D1013's bogie and the one removed from D1062 when lifted over the winter ) – ideally by train this coming weekend 6th and 7th June. Prior to this move, all three need cleaning to get them into a transportable condition.

Also, three pedestals also need cleaning, again two from 13 and one from 62.



And they are not light, ahead of transport, they have been weighted and come in at just over 71kg each and are “booked” on the 11.45 service on Saturday from Kidderminster to Bridgnorth.

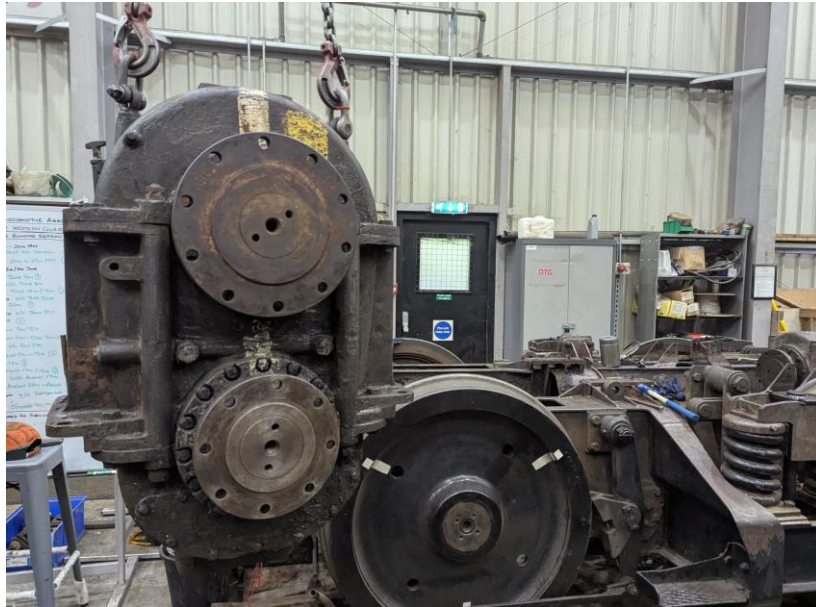


Brake Cylinders also ready for transport.



## Wednesday 3<sup>rd</sup> June

The working members were celebrating success today – the Intermediate Gearbox is off, a Herculean task! So now plenty of newly accessible areas to be cleaned before NDT Testing on 8<sup>th</sup> July.



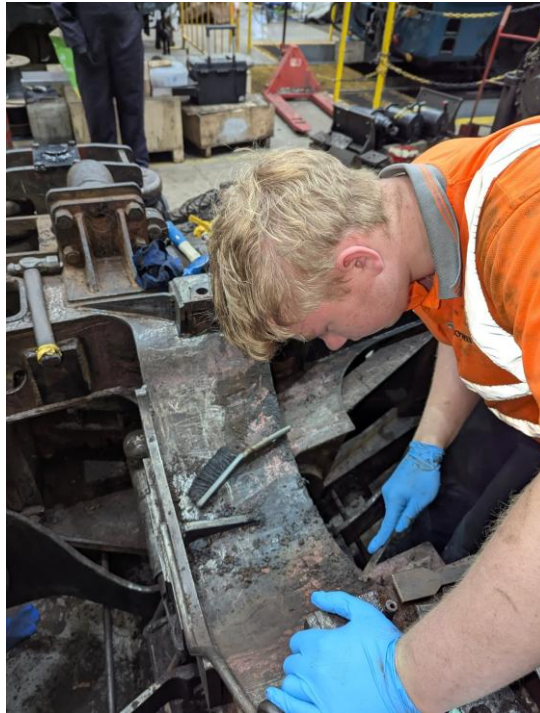
I think Sally has volunteered to clean the Gearbox!



It looks like Sally may be taking it home.



Whilst others focus where the Gearbox was once secured.



And just admire the now cleaned Equalising Beam.



And all six brake cylinders also cleaned and made ready on pallets for transport. Pedestals also almost ready, being finalised by Mr H.



And to top off a busy day, D1062 was serviced, all oils checked, and both engines, "A" end transmission and one exhauster topped up. Both engines also primed and barred over after the heavy rain of the past 48 hours. Batteries charged and plenty of fuel on board.

Both bogies also greased and cab vestibules and outside of the locomotive cleaned ahead of Friday's Private DFE.

Only task outstanding for Friday is to top up the coolant – thanks to the team – Mark, Greg, Gareth, Mark & Neil.

"Wax On, Wax Off



## Friday 5<sup>th</sup> June – Driver Footplate Experience

Mark Perry was our recording our first Driver Footplate Experience of the year, firstly captured leaving Kidderminster on its first trip north.



Host Peter Bamber was caught in the act !



And three more shots from the day.



& The Host's memory of the day...



& Scott Anderson's memory.



## Saturday 6th June

To start, an update from earlier in the week – Phil has now received 8 pieces of toughened glass for the engine room windows, 4 clear and 4 frosted, all wrapped in protective film.



A report was shared by Darren following D1062's Diesel Footplate Experience on Friday 5<sup>th</sup>. Unfortunately, a number of small issues were experienced – "B" end engine struggled to run and kept tripping the Overspeed Protection. This is likely to be either a faulty sensor (as the readings for the engine were quite erratic) or a calibration issue and will be investigated.

So, the day was operated on "A" end for most of the time, however "A" end also kept shutting down after periods of high power running as soon as it came off load. It did restart OK every time after shutting down.

Both ends were investigated and adjustments made to the tacho sensor. "B" end was run up and all seemed good. The big test will be on the 13<sup>th</sup> and 14<sup>th</sup> when the locomotive is on the weekend's service.

During the day, the three equalising beams were relocated to Bridgnorth ready for refurbishment.

The springs from D1013 were also made ready for sending away for assessment and refurbishment.

## Wednesday 10<sup>th</sup> June - a visit to Didcot by The Chairman

A chat was had with the General Manager at the Didcot Railway Centre regarding D1023 which has now been at Didcot for 3½ years of its 5-year loan – where will it go next ?



The Chairman was seen getting excited over the section of Broad-Gauge track at the centre !



Also noted was a rather empty engine room...



For those that can't work it out – here is the empty engine room from the outside. The locomotive almost looking camouflaged on the grey day.



## Saturday 13<sup>th</sup> & Sunday 14<sup>th</sup> June

Pleased to report that D1062 put in a good performance with no further issues reported to date.

Seen below departing Kidderminster on Sunday 14<sup>th</sup> and putting in a superb display.



## Wednesday 17<sup>th</sup> June

The smaller jobs are equally as important – and the “A” end Second Man Side Door now has a working lock ! A replacement spring was fitted by Dave H, with the help of Paul N and Rob A, and the door latch modified accordingly (as per the Driver’s Side Door).

And during a break from the locksmith work, the following hydraulic scenes were recorded ...





## Thursday 18<sup>th</sup> June

Some valuable spares were donated and collected – thanks to Mark Wells for donating.



## Saturday 20<sup>th</sup> June

An update from Phil H – the repaired aluminium frames for the engine room windows have been collected - oversized holes have been welded and redrilled and treads re-tapped. The steel inner frames that are to be welded into place have also been fabricated and all holes drilled and tapped. Counter sunk screws and bolts are on order.



## Wednesday 24<sup>th</sup> June

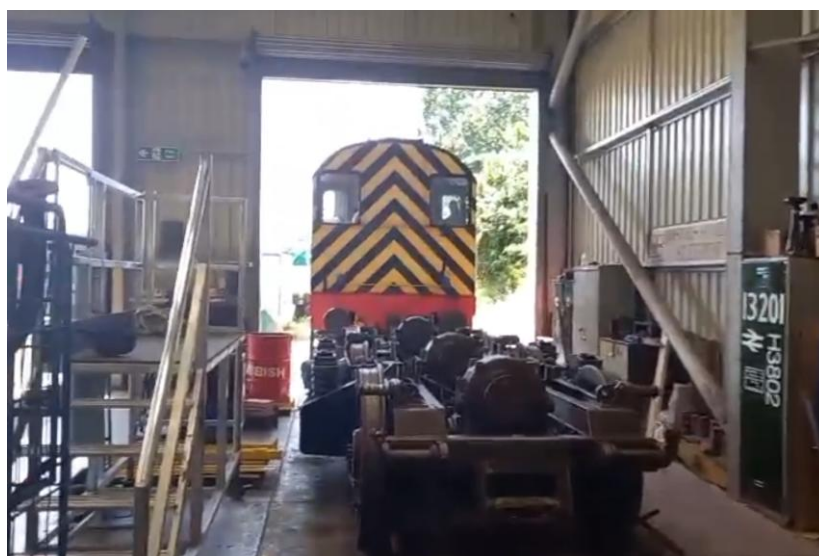
The plan for Wednesday 24<sup>th</sup> was to shunt D1013's bogie onto the pit lane – the weather tried its hardest to prevent this happening, with temperatures in the mid-30s centigrade reached.

But as you can see from the pictures below, the brave soles who attended the TMD made it happen

Thanks to Mark Perry & for the pictures, starting with the bogie in the TMD before its move with the DTG's D1015 blocking access to the pit lane!



The bogie's move out into the fresh / hot air, behind 09 107.



Mark Perry seen in the yard in charge of the shunting manoeuvre.



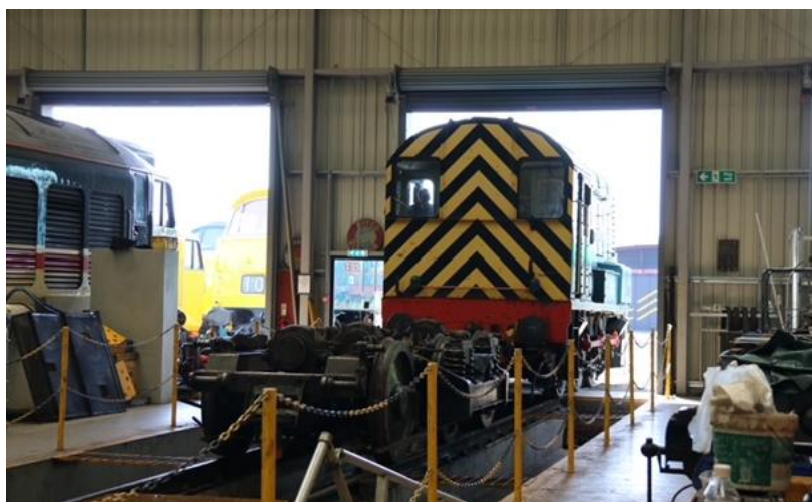
To get the bogie onto the pit lane, it required the moving first of the DTG's D1015 Western Champion



And the Hydro Shunter!



After much swapping around, the bogie arrives over the pit lane.





And a great view of the bogie now in position, taken by Darren Shelmerdine.



Perfectly positioned between the lifting jacks.



D1013 Western Ranger was also opportunistically placed over the side pit for an underframe inspection.



Darren's update from the day read as follows – It was HOT and I would like to than Mark, Greg, Neil, Jack and Sally for braving the heat – between us we drank a great deal of water!

The main objective of moving Ranger's bogie to the jacking area was carried out. A great deal of shunting was required to carry this out.

The bogie can now be cleaned underneath ahead of NDT testing. Other jobs that will now be carried put - the removal of the lateral damper, the removal of the centre and leading torque reaction arms to aid access and the replace of all the rubbers.

A great view of one of the torque reaction rubbers to be replaced, plus other underside views.





But the BONUS job, both Richard and I were available to carry out an underside inspection of D1013 as the side pit was clear – so Ranger was shunted into position and the inspection carried out. A few fixings were tightened on the accommodation bogie, and the locomotive was confirmed as fit to be moved around the yard.

Ranger was then moved to take up its booked position inside the TMD on Lane 3 where we can now crack on with the remaining work required on the locomotive.

In the first instance, the boiler area roof panel can be removed and the window areas prepared for the required welding activity.



## Thursday 25<sup>th</sup> June

Following the unfortunate but necessary news that the Driver Foot Place Experience scheduled for Friday 26<sup>th</sup> was to be postponed due to the excessive heat, it was good to hear that D1062 has been given two additional turns on Saturday 27<sup>th</sup> and so preparation of the locomotive for went ahead as can be seen in the following pictures.

The locomotive is looking gleaming...



Short Trousers were maybe mandatory due to the heat – The Chairman was not complaining.



Meanwhile, Phil was busy on D1013 straightening the fittings that hold the glass in the boiler room windows.





## **Friday 26<sup>th</sup> June – Diesel Footplate Experience**

Cancelled due to extreme heat – to be rescheduled, however, D1062 was positioned ready for duty on Saturday.

Maybe the first time that The Chairman has driven the locomotive in shorts – the railway was closed on the day and so no one saw this event – and the correct attire was of course worn the following day.



Those shorts again, this time in action 😊



### Saturday 27<sup>th</sup> June

Some pictures of D1062 in service on a hot Saturday 27<sup>th</sup> starting with a fantastic hydraulic line up taken by Josh Wilson and shared on Facebook, of D1062 and the DEPG's D7018 preparing for a busy and still very warm day.



Back in the long trousers, shirt and tie, seen at Bridgnorth.



The railway was celebrating the 1940s over the weekend, and it was good to see an interesting sign on the platform at Bridgnorth.



To end, a great picture taken by Tony Carwithen, again shared on Facebook, and a warm looking Mr Smith caught doing what he does best at Bewdley.



And Phil taking a break from all of the hard work 😊



## Western Courier



### **Unlucky Friday 13<sup>th</sup>**

M Burke relates an interesting tale about the “death” engine – D1040 Western Queen.

Engine drivers just like many people are a superstitious lot and Friday 13<sup>th</sup> bring a crop of men who will not work on this traditionally unlucky day. The story and facts I am about to relate are true but the men involved do not want their names revealed for their mates would ridicule them, so I have called them Sam and George.

It was a bright sunny Friday when Sam and George booked on duty at Old Oak Common depot and even if it was the 13<sup>th</sup> of the month, they were not the superstitious kind and were looking forward to an enjoyable day together. The foreman told them to take D1040, “Western Queen” up to Paddington, then work the 07.30 am Paddington to Penzance. A nice day’s work in anyone’s book, so both men set to preparing the engine for her journey. Everything was found to be in A1 condition and the healthy roar of the twin Maybach engines was music to the ear as the throttles were opened up for the trip up to Paddington. On arrival the engine was quickly coupled onto the coaches and the guard gave them the load which was well within the capacity of the engine. They walked to the front cab, opened the door and with a jolt realised that they had been given the engine which carried the nickname “Death” amongst drivers. This was not without foundation for the loco had been involved in a tragic collision at Knowle and Dorridge some time previously which crushed the front cab killing the driver, second man and another driver who was route learning. This cab had to be cut off and a brand new one welded on which would have been fine except that the driver’s seat was covered in red leather instead of B.R. regulations black. It was the only engine so fitted and superstitious drivers felt that this was an omen or warning not to sit there,

Some men would not drive from this cab and would either give the second man a drive or fail the engine on some pretext or other. Sam and George were not normally so cagey, but this was Friday 13<sup>th</sup>, so they tossed for who was to drive. Sam lost and found himself perched on the driver’s seat ready for the off. George busied himself and poured Sam a cup of tea, saying “Cheer up son, you’re a lot safer here than crossing the road”. Whistles blew and a green signal light at the end of the platform gave the all clear. The orange RA light flashed on, and Sam released the brakes and then opened the throttles wide to start his train on the first leg of the

long journey ahead. Sunlight glittered from silvery rails as "Western Queen" proved she was a Queen in every way and the miles were eaten up in quick succession. Reading was reached before time, and Sam began to enjoy the trip feeling that all this superstitious nonsense was just a load of hog wash. There was not a cloud in the sky as they set off from Reading and turned left onto the Berks and Hants route towards Newbury. Everything was going perfectly and on the long climb up Savernake bank both men enjoyed reminiscing about the old days of steam engines and how much sweat and coal would be used compared to their present situation. On topping the bank, the long sweeping curves of the descent stretched before them and Sam let her roll, gathering speed easily as Westbury approached .

It was George who spotted the change first and said "That's unusual, look over there". Sam looked and over the railway was one heavy black cloud sitting in the middle of a cloudless blue sky. They were approaching Clink Road doing about 85 m.p.h. as the sun was blotted out abruptly turning day into a kind of half-light under the cloud. George shouted "I don't like the look of this". But as he spoke Sam saw a large dead tree lying across the line about 200 yards away. There was nothing he could do except apply the brakes and pray. It was much too late, and both men braced themselves for the inevitable collision and probably derailment. "Bang", they hit the tree broadside and all visibility vanished as the windows were covered by blackened slivers of wood. The tree was rotten and disintegrated under the impact into tiny bits. The brakes were biting now and as the train came to a stand, brilliant sunlight illuminated the scene. They climbed down out of the engine with rapidly beating hearts and began to examine her for damage. Surprisingly there was very little. The guard climbed down out of the train and cheerfully said "What's up mate. Have we broken down?" He wasn't aware that anything untoward had occurred. They reassured him and climbed back aboard "Western Queen" for the run to Taunton where they'd get a fitter to examine her properly. She behaved perfectly and was every inch a lady giving no indication of the experience she'd just been through .

Both Sam and George vowed never to mention the incident, feeling extremely grateful that D1040 nicknamed "Death" hadn't lived up to her reputation this day.

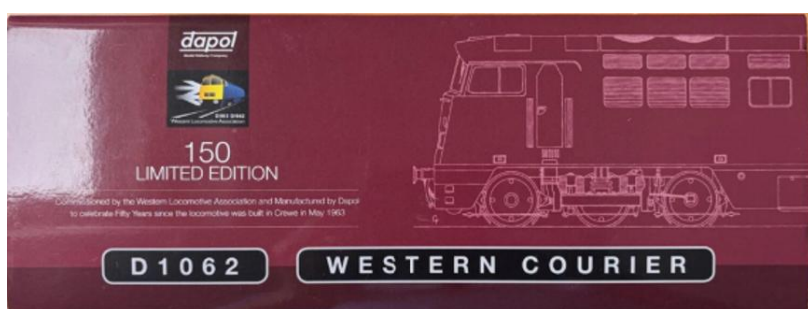
## Sales Team Update

As you know we are always grateful to receive donations of books, models and memorabilia to help increase sales and fundraising and we have recently been donated by a member THREE Limited Edition Dapol 00-gauge Westerns - which of course were gratefully received.

Firstly, one of the three was a model of Western Courier in maroon SYP, one of 150 produced to celebrate her fiftieth anniversary. I decided that a One-Off raffle would be worth a go with tickets at just £2.50 or five for £10 and I'm delighted to say that the response has been very satisfying. No less than £765 has been raised already and tickets are available from :-

<https://westernlocomotives.com/product-category/fundraising-for-the-wla/>

The raffle will be drawn on Saturday 11<sup>th</sup> July after the WLA Committee Meeting in Kidderminster. We will live stream on Facebook and contact the winner after the meeting.



The other two models are from a limited edition of 100 of Western Ranger in blue FYE produced to celebrate forty years of preservation by the WLA. One has been given red plates and a Western Tribute headboard and the other renamed as Fusilier with the two white dots head code. So together these two locos represent the motive power for the 1252 Western Tribute railtour on 26th February 1977. The two locos will be the first prize in the WLA Autumn 2026 Raffle. Second prize will be a superb diorama of a small country engine shed with a maroon SYP Western taking centre stage.





Work is underway to finalise the WLA 2027 calendars with the Western Tribute Railtour making up a significant proportion of the pictures. Bernard Mills is also putting together a book called "Lament to Western Tribute" and has sent us several pictures to use. The Wall Calendar will contain a tribute to Steve Marshall whose book "Demise of the Diesel Hydraulics" is simply fantastic. Steve sadly passed away before the book was published and his wife Hilda donated £5,000 to Western Lady, his favourite Western, in his memory.

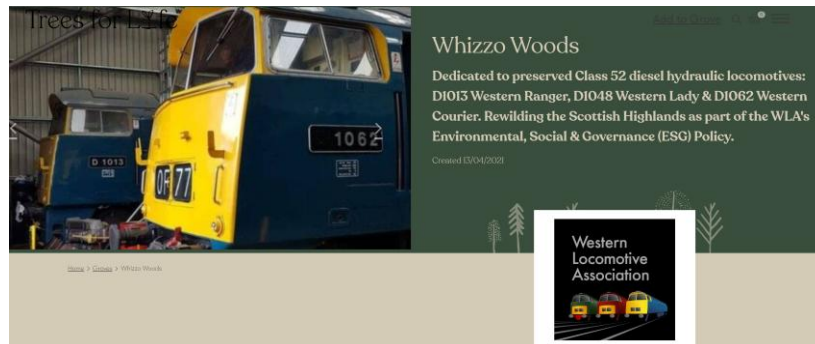
After the successful Sales Stand at the GCR Diesel Gala the Team will be playing away again at the Gloucestershire Warwickshire Steam Railway Diesel Gala on Saturday 25<sup>th</sup> July which has an excellent roster including D7018. On the principle of all work and no play making Jack a dull boy, we will be riding the trains the day before. Do come and see us in the Diesel Shed if you are attending the Gala.

## Whizzo Woods

At the end of January, we have **585 trees** in Whizzo Woods, an increase of 7 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/>

And this great photograph by Jeff Edisbury will now be used to promote Whizzo Woods over the coming months.



And for the first time, that I have been made aware of, a WLA Working Member has visited Whizzo Woods – and here are the pictures. Thanks to Andy Killick.



## **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**

No new books to report on this month.

# Media Coverage

## Trackside – July

### ➔ RUNNING LINES

◆ Chasewater Railway-based Neilson & Co. 0-4-0ST No. 2937 is to visit for the 18/19 July 'Summer Gala'. The 1882-built locomotive joins already-announced Kerr, Stuart 'Witch' 0-4-0ST No. 4388 from the Foxfield Railway, for a 'small engine' event that will also include GWR Nos. 813, 1450 and 7714 from the home fleet.

◆ In June-August, the first train of the day from Bridgnorth will be steam-worked, with GWR carriages. The train was previously operated by a DMU or ran diesel-hauled.

◆ Interviews around the impact of being involved with preserved railways have been undertaken as part of a study being carried out by Siobhan McKee of Tavistock and Portman NHS Foundation Trust and the University of Essex.

**WESTERN LOCOMOTIVE ASSOCIATION**  
◆ Class 52 No. D1062 Western Courier missed the Severn Valley Railway's

14-17 May 'Spring Diesel Festival'. The WLA aimed to have the diesel-hydraulic back in action for late May, following completion of work including installation and testing of its air receivers.

◆ An appeal to raise £15,000 to undertake body repairs to No. D1048 Western Lady had topped £13,000 as this issue closed for press.

#### SOUTHWOLD RAILWAY TRUST

◆ A roughly 65ft borehole has been drilled to supply water. A filtration system may be needed for locomotive use.

#### SUMMERLEE MUSEUM OF SCOTTISH INDUSTRIAL LIFE

◆ The Glasgow Electric Group and the ACMU Society have completed the repaint of Class 311 EMU No. 311103 into 'Caledonian Blue' livery, a colour-scheme associated with the Class 303

'Blue Electrics'. The sole-surviving '311' (introduced in 1966), comprises Motor Brake Second Open No. 62174 and Battery Driving Trailer Second Open No. 76433. They have been at Summerlee since 2002.

#### SWINDON & CRICKLADE RAILWAY

**GENERAL STEAM NAVIGATION LOCOMOTIVE RESTORATION SOCIETY**  
◆ The boiler of No. 35011 left the site on 15 May, bound for the Yeovil Railway Centre, which in September 2025 was revealed to be 4-6-2's new restoration base.

#### STAINMORE RAILWAY

#### LOCOMOTIVE CONSERVATION & LEARNING TRUST

◆ The Kirkby Stephen East based trust has taken delivery of two unidentified North Eastern Railway 20-ton coal hopper wagons, previously belonging Beamish Open Air Museum. The 'P7'

design four-wheel opens are planned to be restored to mark the 17th anniversary of the NER in 2029, which will also feature restored carriages and Worsell 'C' 0-6-0 No. 876 ('J21' No. 65033) which is nearing the end of restoration at Locomotive Maintenance Services, Loughborough.

#### TELFORD STEAM RAILWAY

◆ A sort out of signalbox levers in the Cosford shed has unearthed the front steps from North British 0-4-0DH No. 27414 Tom... which had been missing for over 25 years!

◆ 'Pacer' No. 142058 has had its faulty gearbox replaced and is operational once again.

◆ The 2ft-gauge flat wagon has had its chassis painted, wheelsets returned to the correct position and wood cut to size for the base. This wagon will be part of a demonstration freight at the narrow-gauge gala on 7 June.

◆ Stripping of GWR '56XX' 0-6-2T No. 5619 and Class 08 No. 08757 Eagle has been completed. The Collett locomotive is due to move off site shortly for overhaul, while No. 08757 engine will be lifted and also taken of site for repair.

#### TRIMLEY STATION

◆ Public engagement has been held over aims to restore the derelict 1891 brick-built station building on the Felixstowe branch, which closed in 1967 when the line went to 'pay-train' operation. Network Rail has proposed the building for demolition.

#### TYSELEY LOCOMOTIVE WORKS

◆ Tyseley promoter Vintage Trains has added a bus tour of Stratford-upon-Avon to selected 'Shakespeare Express' dates (17 May, 21 June, 26 July and 9/23 August).

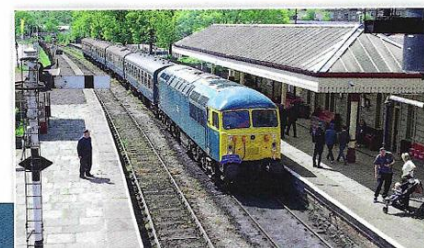
#### BODMIN'S YOUNGEST-EVER CREW



**The Bodmin Railway's youngest-ever crew to work a service train – average age 23 – made history at the Cornish line's 25-26 April 'Spring Diesel Gala'.**

**Horwich-built 0-6-0DE No. 08444 (D4012) has just run round its train at Boscarne Junction during the event, before heading back to Bodmin General. From left are: Guard Jack House (18), Secondman Patrick Hooper (29), and Driver Mat Simpson (23). Patrick is also a steam fireman.**

*Eva Whitlock (17)/Bodmin Railway*



#### BUFFET CAR REBUILD COMPLETED

**After a 19-month overhaul, BR Mk I Restaurant Mini Buffet No. 1853 has returned to service at the Severn Valley Railway. Previously 'blood & custard', it will now join the WR set and so has been painted accordingly.**

**With work carried out by more than 20 volunteers and paid staff, working six days a week, the 1960 Wolverton-built coach was stripped to an empty shell. Steel repairs were needed to the crash pillars, floor, body panels and roof (which was leaking). Joists and flooring were renewed, and much of the veneered plywood interior had blackened with age; volunteers sanded it back to reveal the original wood grain and colour beneath. Original fittings were restored, and seats re-trimmed.** *Martin Turbutt/SVR*



#### PRESERVED HST VANDALISED AT EAST LANCs

Graffiti was sprayed over the 125 Group's High Speed Train power car No. 43060 Heaton 150 and several of its Mk III coaches at the East Lancashire Railway over the early May bank holiday weekend. ELR volunteers subsequently worked to clean the vehicles.

"As a charity that relies on people's generosity and spare time... we're very grateful for the East Lancashire Railway volunteers for their speedy response to clear up this act of violence", a 125 Group spokesman said.

ELR Chairman Mike Kelly added: "It is nothing short of a kick in the teeth for those who work so hard to maintain and preserve historic traction and rolling stock. What makes this even more infuriating is that this follows a similar incident less than 12 months ago, when nearly 30 glass pane across two coaches were smashed."

The power car had been repainted in Great North Eastern Railway (GNER) blue in January (T58).

#### 'GRID' ANNIVERSARY CELEBRATION

It was in August 1976 that the first two Class 56s landed in Britain, after their journey from Electroputere's factory in Craiova, Romania, via Zeebrugge in Belgium. The Class 56 Group marked 50 years of the class by operating its Romanian-built '56', No. 56006, at its East Lancashire Railway base over the weekend of 9/10 May. Acquired in 2012, the 'Grid' had entered service at Tinsley in February 1977 and had been in stor since 2003. The Co-Co pauses at Ramsbottom on 10 May with the 11.55 to Rawtenstall. *Picture: John Sagar*

PRESERVATION

David Russell

# Tulyar undergoes successful testing at GCR

Deltic hauls coaches for the first time in 29 years.

HAVING undergone final preparatory work following its movement by road from Barrow Hill in April, the Deltic Preservation Society's No. D9015 Tulyar made its first test runs on the Great Central Railway on May 26. Initially, it undertook two light engine runs from Loughborough to Leicester North and back, with each power unit being used for one trip. This was followed by a round trip with nine coaches in tow, alternating between the two power units. A final run to Leicester North and back was undertaken on both engines.

In a statement following the testing, the Deltic Preservation Society said: "The loco performed admirably with only a small number of extremely minor snags presenting themselves." More testing and mileage accumulation is due to be carried out during June, after which the DPS anticipates being able to



'Deltic' No. D9015 Tulyar having just been unloaded at the Great Central Railway's Quorn & Woodhouse station on April 20. RICHARD GENNIS

release the loco for traffic.

No. D9015 – or No. 55015 as it was then numbered – was taken out of service by the DPS in 1997, its final workings before

being stopped taking place at the Midland Railway – Butterley on April 13 that year. Initially, work was undertaken at Butterley, but in 2003, the DPS opened its depot at Barrow Hill, and the 'Deltic' was moved there. The overhaul, one of the most comprehensive undertaken in preservation, has taken much longer to complete than expected owing to a number of factors. This has included a need to re-skin the locomotive, keep Nos. 55009 *Alycidon* and 55019 *Royal Highland Fusilier* in service and undertake work on the depot at Barrow Hill.

Of the two power units now fitted to No. D9015, only one was previously fitted to it when the 'Deltic' was stopped in 1997, and that has seen use in the intervening

years. Power unit 538 operated in No. D9009 *Alycidon* between 2012 and 2019, and the second engine which came out of Tulyar in 1997 (power unit 408) is now in No. 55009, which also has a power unit (No. 430) that, in 2025, was reactivated for the first time since 1981. The DPS has, over the last 30 years, undertaken several power unit swaps to keep its locomotives in working order, and is presently undertaking work to reactivate another engine, which last saw use in No. 55007 *Pinza* in 1981. The work is expected to take in the region of £40,000 and donations can be made online by visiting <https://gofund.me/bef3b8642>. The DPS owns 11 rail power units, details of which can be found in the table to the left. **B**

## DELTAIC PRESERVATION SOCIETY - POWER UNIT SITUATION

Number	Ex (in 1981)	Present status
407	55019	Fitted to No. 55019 (to be removed)
408	55015	Operational in No. 55009
415	55008	At Barrow Hill in stripped condition
417	55009	Operational in No. D9015
419	55009	Stopped in 1985 after main generator flashover
423	55007	Being reactivated at Barrow Hill for return to service
424	55017	Operational in No. 55019
430	55008	Operational in No. 55009 (fitted November 2025)
439	55021	Stored at Barrow Hill, last ran in December 1981
451	55019	Removed from No. 55009 after failure in 2024
538	55015	Operational in D9015

## Progress on 'Western' bogies at Severn Valley Railway

DURING May, much progress was made on the stripping of the 'A' bogie from the Western Locomotive Association's No. D1013 *Western Ranger*, with the removal of many components including the

bogie primary leaf springs, brake cylinders. As part of its overhaul, the bogie is due to be placed on the pit road at Kidderminster from June 21 to July 24 for further attention including non-destructive testing

work and replacement of the torque reaction rubbers.

No. D1062 *Western Courier* has returned to traffic following fitting of a new equalising beam and completion of other work.

Although the 'Western' was not ready to take part on the Severn Valley Railway gala on May 14-17, it made a test run on May 23 and was then used in service for six consecutive days.

## MULTIPLE UNIT DEVELOPMENTS

### '115' MOVES TO LLANGOLLEN FOR SPARES RECOVERY

FOLLOWING on from the sale earlier this year of its former partner, No. 51886, to the Rushden, Higham & Wellingborough Railway, Class 115 DMBS No. 51889 has been sold by the Buckinghamshire Railway Centre with the vehicle moving to the Llangollen Railway. Here it will undergo spares recovery before the bodyshell is disposed

of Llangollen Railcars. The Class 115 TCL which previously operated with these two power cars at the Buckinghamshire Railway Centre, No. 59761, is being restored and is expected to emerge from the restoration as a hauled coach.

### CLASS 114 OFFERED FOR SALE

A Class 114 set which was heavily modified for use as a parcels unit and then a route learner has been offered for sale. Rebuilt with Leyland

TL11 engines (the type originally fitted to the 'Pacer' fleet), the set, comprising Nos 50015+56015 (later Nos. 55929+54905 and then Nos. 977775+977776) is located at the Midland Railway-Butterley and has not run for around ten years.

### 'PROJECT 210' ABANDONED

THE Birmingham Railway Carriage & Wagon Company has announced that its planned re-creation of a Class 210 set, which would have seen a Class 455 DTSO turned into

a Class 210 DMSO and fitted with the Paxman 6RP200L acquired from Anson Engine Museum in 2021, has had to be shut down. It had also been hoped to use the two former Class 210 cars which were converted to '455' vehicles to help create No. 210003, but the BR&CW says both were en-route for scrap before it was notified, and that, following the withdrawal of the final sets earlier this year, it was advised by Porterbrook that no Class 455 cars were available.

## Severn Valley Railway News – Running Dates & Events

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

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 July is as follows:

Wednesday	01-Jul	Table B S3 Diagram (One Return Trip)	Class 20
Wednesday	01-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	02-Jul	Table B S3 Diagram (One Return Trip)	Class 20
Thursday	02-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Friday	03-Jul	Diesel Footplate Experience	D1062
Saturday	04-Jul	1940's Weekend Diesel Diagram	D7018
Wednesday	08-Jul	Table B S3 Diagram (One Return Trip)	Class 20
Wednesday	08-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	09-Jul	Table B S3 Diagram (One Return Trip)	Class 20
Thursday	09-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Friday	10-Jul	Diesel Footplate Experience	Class 50
Saturday	11-Jul	Table C S3 Diagram (One Return Trip)	Class 20
Saturday	11-Jul	Table C N1 Diagram (One Return Trip plus HY)	DMU
Sunday	12-Jul	Table B S3 Diagram (One Return Trip)	Class 50
Sunday	12-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Wednesday	15-Jul	Table B S3 Diagram (One Return Trip)	D8568
Wednesday	15-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	16-Jul	Table B S3 Diagram (One Return Trip)	D8568
Thursday	16-Jul	Table B N1 Diagram (Two Return Trips)	DMU
Saturday	18-Jul	Summer Gala (Steam & Diesel - Small Locos Event)	Various
Sunday	19-Jul	Summer Gala (Steam & Diesel - Small Locos Event)	Various
Tuesday	21-Jul	Table C+ S3 Diagram (One Return Trip)	D1062
Tuesday	21-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	D9551
Wednesday	22-Jul	Table C+ S3 Diagram (One Return Trip)	D1062
Wednesday	22-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	D9551
Thursday	23-Jul	Table C+ S3 Diagram (One Return Trip)	D1062
Thursday	23-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	D9551
Saturday	25-Jul	Table D S3 Diagram (Two Return Trips)	D1062
Sunday	26-Jul	Table C+ S3 Diagram (One Return Trip)	D1062
Sunday	26-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	D9551
Tuesday	28-Jul	Table C+ S3 Diagram (One Return Trip)	Class 50
Tuesday	28-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	Class 20
Wednesday	29-Jul	Table C+ S3 Diagram (One Return Trip)	Class 50
Wednesday	29-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	Class 20
Thursday	30-Jul	Table C+ S3 Diagram (One Return Trip)	Class 50
Thursday	30-Jul	Table C+ N1 Diagram (One Return Trip plus HY)	Class 20

## Member's Forum & Gallery

### "Memories"

Starting this month with a couple of pictures sent in by Stephen Bartlett – showing D1003 Western Pioneer at a Swindon Open Day and as I remember anything you can remove for 10p, and also another unidentified "1000" passing Old Oak Common East circa 1974.



Now, let's go back "52 Years" to July 1974 with Andy Collett, and quite a challenge this month as Andy has over 60 pictures from July – here is the first selection, the first dozen, taking us up to D1023! PLUS 2 Bonus pictures of D1062 Western Courier – that just had to be included. We can catch up in future months.

D1003 Western Pioneer with D1036 Western Emperor behind at Laira on 21<sup>st</sup> July 1974.



D1006 Western Stalwart climbing Hemerdon Bank at 15.13 on 22<sup>nd</sup> July 1974.



D1006 Western Harrier at Dawlish at 11.37 on 23<sup>rd</sup> July.



D1011 Western Thunderer approaching Newton Abbot with an up express at 15.29 on 17<sup>th</sup> July.



D1023 Western Fusilier on the left, Class 45 D118, and D1011 Western Thunderer on the right at Newton Abbot MPD on 14<sup>th</sup> July.



D1014 Western Leviathan inside Laira on 21<sup>st</sup> July.



D1016 Western Gladiator at Exeter St Davids with the down Cornish Riviera at 13.50 on 18<sup>th</sup> July.



D1016 again on the Sea Wall at Dawlish at 12.01 on 14<sup>th</sup> July.



D1021 Western Cavalier at Dawlish at 9.36 on 23<sup>rd</sup> July.



D1022 Western Sentinel near Starcross at 15.47 on 20<sup>th</sup> July.



D1023 Western Fusilier and Class 45 118 at Newton Abbot on 14<sup>th</sup> July (again).



D1056 Western Sultan right and D1023 Western Fusilier left at Newton Abbot on 14<sup>th</sup> July.



D1062 Western Courier between Class 46 032 and Class 35 S7011 at Exeter Shed on 19<sup>th</sup> July.



And finally, D1062 again passing Aller Junction bound for Paignton at 14.00 on 17<sup>th</sup> July.



Jeremy Kirk has also been good enough to share some of his pictures from 50 years ago, in July 1976, taken at Teignmouth on 16<sup>th</sup> July 1976, when both D1013 Western Ranger and D1048 Western Lady were out doing their stuff.

D1068 Western Reliance seen on the 1B15 18.30 Paddington to Plymouth



D1013 Western Ranger on the 1A29 13.48 Paignton to Paddington.



Earlier in the day, and D1013 Western Ranger seen on the 1B19 8.38 Paddington to Paignton.



D10148 Western Lady on the 1E70 14.30 Paignton to York



Then on 17<sup>th</sup> July 1976, D1041 Western Prince on the 1B33 10.26 Paddington to Paignton.



And two shots of D1009 Western Invader on the 1B25 9.30 Paddington to Penzance.





To finish, two shots of D1051 Western Ambassador with the 1A15 10.30 Newquay to Paddington.



## Closing Notes and Book Ends

Peter Bamber and John Kite travelled to Devon on Sunday 31<sup>st</sup> May to travel behind Class 37 "6975" which was operating a service on The Dartmouth Steam Railway in memory of Steve Marshall.

Steve's wife Hilda is seen in the second photograph standing in front of the locomotive.

The trip event was very well attended.



And whilst everyone was busy in the heat on Friday 26<sup>th</sup>, I was ordered to go and try and find a 2<sup>nd</sup> hand car for my daughter – why relevant you may ask to this e-Newsletter, will look at where I was taken to do the test drive!



Visible just behind the car, is the Swindon Works turntable where D1062 was position in the mid-1970s prior to its purchase by the WLA 50 years ago in 1976.

The British Racing Green may be slightly different to the green paint on Westerns, but looked good on the mini, although this particular car was not purchased.

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> August

<https://westernlocomotives.com/>

The Western Locomotive Association is a Company Limited by Guarantee – Company Registration Number 3873466

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