



Western Locomotive Association e-Newsletter – September 2026

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

Well August seems to have passed in a bit of a blur, a very busy month with lots of hydraulic haulage on The Severn Valley Railway because of the ban on steam locomotives, which when operating unfortunately kept alighting the tinder dry countryside bordering the railway.

The result – D1062 has by my count been in action for 16 days throughout August – operating for more than half of the available days in the month, some days doing one return trip, some days two, plus two Driver Footplate Experience Days thrown in for good measure. With no issues reported, we can be proud of this performance and must be grateful to all of the hard work put in by the Working Members, servicing and maintaining the locomotive and ensuring that she is ready to operate when needed. And at the same time, progressing the work on D1013 as a return to service for Ranger becomes ever closer.

Although now things have cooled down a bit, it was a hot month with many days exceeding 30 degrees. For many, this brought back memories of 1976 – so let's kick off this month with a picture to perhaps take us back to that summer of 1976 / 2026 – thanks to x WLA Chairman David Langley for this great picture.



D1062 Western Courier on the left and the DTG's D1015 Western Champion on the right, seen awaiting their respective departures from Kidderminster on Saturday 15th August.

Something a bit different recorded on Wednesday 26th August, and a Face Off as D1013 Western Ranger and D1015 Western Champion peer out of the TMD at the two Class 50 locomotives, perhaps hoping to get into the TMD for some work to be carried out on them – another scene from 19756 maybe.



And a picture from Saturday 29th August 2026 although our Chairman Roger Smith has tried to disguise the date by reverting to monochrome – and D1062 Western Courier preparing for duty under the footbridge just outside of Kidderminster Station – and YES, it was raining, something we were all grateful for.



Now for some **BIG NEWS...**

We are delighted to announce that we are holding a Members Only exclusive OBBO on Thursday 10th September.

The Western Memorial OBBO Tour

To celebrate the lives of WLA members who made significant contributions to the WLA in recent years - namely the late Greg Heathcliffe, Henry Coates and Chris Shields - we are delighted to announce a very special Western Memorial Observation Saloon Tour, for WLA members only.

Working with the Severn Valley Railway, we have booked D1062 Western Courier to haul a single GWR Observation Saloon, creating an exclusive opportunity for a day out behind a "Thousand", with no more than 23 guests.

The tour will begin and end at Kidderminster, with plans for each guest to have the opportunity to enjoy a cab ride during the day (subject to SVR approval, age restrictions and accessibility requirements). Your ticket will also include a full buffet lunch, together with tea, coffee and biscuits throughout the day.

We're aiming to complete three return trips behind D1062—providing almost 100 miles of "Thousand" haulage through the stunning scenery of the Severn Valley.

This promises to be a truly memorable day, honouring three much-missed members whilst enjoying one of Britain's finest diesel hydraulic locomotives in preservation.

See below a picture of what to expect from a previous OBBO Tour.



I am please to report that tickets sold out in under 10 minutes – a big thank to those members who purchased a ticket and for your support of the Western Locomotive Association.

We plan to repeat the event next year - so if you missed out this year, we will be repeating the event very soon,

The Western Locomotive Association Autumn Raffle



For our 2026 WLA Autumn Raffle, we are offering some VERY unique prizes.

First prize is a pair of Dapol 00-gauge Westerns representing D1013 Western Ranger and D1023 Western Fusilier in the condition in which they double headed the Western Tribute Farewell Rail Tour on 26th February 1977.

As shown in the picture above, Ranger has its famous red plates and the Western Tribute headboard which is now owned by the WLA; and Fusilier has its domino head codes - fitted for its last few months in BR service.



Second prize is lovely diorama featuring a maroon SYP Western at a small country engine shed – pictures are shared later in the Sales Team Update.

Third prize is a superb A2 print, “Western Bufferstops” a pencil drawing of two Westerns at Kidderminster Town Station.

We have made the decision this year not to post out raffle tickets to all of our members – as the cost of postage is now so high (postage costs would exceed £600!) and so we are encouraging all members to purchase their tickets online at www.westernlocomotives.com at [Fundraising & Lottery - Western Locomotive Association](#)

We will post tickets to those members who have always returned their postal tickets in the past, to new members that have joined the WLA this year, and of course to those members that we know do not have internet access.

Good luck to you all.



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...

A screenshot of the easyfundraising website's search results. At the top, the "easyfundraising" logo is on the left, and navigation links "How it works", "Find a cause", "Register a cause", "Register a business", "Log in", and "Sign up" are on the right. Below the navigation bar, there are two search input fields: the first contains "Western Locomotive Association" and the second contains "All postcodes and locations". To the right of these fields is a yellow "Search cause" button. Below the search bar, it says "1 cause". A single result is displayed for the "Western Locomotive Association", which includes a small logo, the text "12 supporters", "£86.25 raised", and a location pin icon with "Bridgnorth, Shropshire".

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.

A teal-colored banner for the Western Locomotive Association. On the left, the text "Earn cashback for Western Locomotive Association" is in large white font, followed by "Bridgnorth, Shropshire" in smaller white font. Below that, "£86.25 raised" and "12 supporters" are displayed. A yellow button with the text "Start raising free donations today" is positioned below the fundraising stats. At the bottom left, in small white text, it says "Join thousands of others raising for good causes". On the right side of the banner is a white rounded rectangle containing a black and white image of a steam locomotive. Below the image, the text "D1013 D1062" and "Western Locomotive Association" is written in white.

In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Chair.
- D1013 Western Ranger & D1048 Western Lady – A Progress Update (as available)
- 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

Judging by the constant rain at Kidderminster TMD last Saturday and finishing off a day out on D1062 on Sunday with some thunder and lightning, I guess those long halcyon days of our long hot Summer, have finally come to an end. Which just goes to show that nothing lasts for ever, unless you're a preserved Western perhaps!

From a personal point of view, I really enjoyed my visit to Kidderminster last weekend, not only to work on D1013's bogie but also to meet Richard Holdsworth and his wife Heather who originally bought D1013 from British Rail back in 1977 and who has many stories to tell about the early days of railway preservation. I even had the privilege of joining them both for a pre-dinner drink at the hotel we both happened to be staying at!

The following day, I was back out on D1062 with Secondman Sam Bradley and Inspector Bob Dunn for an uneventful round trip to Bridgnorth and back, where the locomotive performed just as it should, and a tribute to everyone who looks after her.

Of course, another busy month has just passed us by but nothing much new there! Quite a bit of time was spent organising the OBBO Tour for 10th September, which literally sold out in minutes of tickets being available! Mind you, with three round trips behind D1062, a premium buffet and a cab pass for anyone not drinking alcohol or taking drugs, what's not to like!! I'm sure that this will be a day to remember and sincerely hope that all participants will have a wonderful day out. The Obbo tour is being held to celebrate the lives of WLA Members who made significant donations to the WLA in recent years, namely Greg Heathcliffe, Henry Coates and Chris Shields.

And now we have another potential date for your diary – Friday, 9th April 2027. In conjunction with Colin Marsden and the DTG, we are in the process of organising a double-headed Western trip with D1015 & D1062, not only to celebrate Colin's birthday but also to celebrate 50 years of the last Class 52 operations on BR! Further details to follow...!

And now for a bit more information on D1013's overhaul. You may recall that we have sent a complete set of Primary Springs from D1013 for overhaul at Owen Springs Ltd in Rotherham, South Yorkshire. These have since been stripped down and we have received a quotation of £12.5k for their refurbishment. My thanks to Graham Gant and Pete Sandham who are due to visit Owens on 1st September to discuss their overhaul and to make sure that the springs are with an equivalent component to the original BR springs, suitable for transiting the locomotive over the mainline network. My thanks also to Andy Royal of the DEPG who have had their springs treated for D1010 and who have shared their technical details – if anyone thinks springs would be simple subject....!

At the time of writing, it seems that the operating year has almost come to a close for D1062 apart from the OBBO trip and the Autumn Diesel Gala but certainly, the locomotive has done us proud with all that Winter maintenance work, paying off. The mileage will be fairly substantial along with many good revenue earning workings. Not bad for a locomotive still going strong over 60 years old – perhaps it's immortal after all!

See you on the Valley!

Roger Smith
Chairman



D1013 Western Ranger Progress Update

See Monthly News for updates from this month.

D1048 Western Lady Progress Update

See Monthly News for updates from this month.

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

Before we dive into August, a quick trip back to 21st July and an unusual shot taken by Mark Perry which I meant to share last week, and in memory of the much-missed steam locomotives this month who have been banished to their TMD due to the extreme heat and tinder dry countryside.



Saturday 1st August

On Friday 31st July and Saturday 1st August, D1062 was scheduled to have an “A” Examination carried out whilst over the side pit.

Most of the “A” Exam was completed over the two days as scheduled and at the same time, the bogie shafts were greased by Jack, Krystian and Will.

During the exam, a Brake Gauge was found to be faulty, but this was quickly replaced with a refurbished gauge, which was then also found to be unsatisfactory, so a second refurbished unit was fitted, and success! The two faulty gauges will be sent away for refurbishment.

Unfortunately, the exam was not fully completed in the scheduled time, and the outstanding Full Brake Test was rescheduled to be carried out on Monday 3rd August, in plenty of time before the locomotive’s next public service train on Tuesday 11th August.

The disassembling, cleaning, painting and reassembling of D1013’s bogie continued – with the reassembly of the brake rigging well in hand.

A “Toolbox Talk” was carried out to show what is required when purging the grease ways and cleaning the journals prior to reassembly. Some of the grease ways exposed and cleaned were full of a type of grease that we have not used for over 30 years and so were obviously blocked. Hence it is a job well worth going and is so important to ensure good serviceability in the future.

A future job also identified was to check the Battery Box Doors on D1013 to ensure that they open and close smoothly – and to clean and oil the hinges. Also to ensure that the battery areas are clean and ready for new batteries to be fitted later this month.

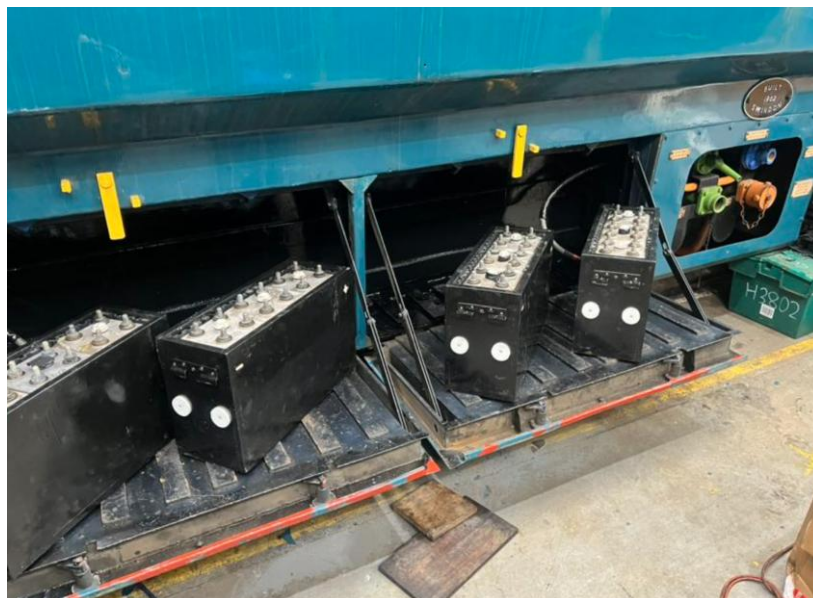
Also on Saturday 1st, work on enhanced security at Bridgnorth continued - I did call out “Coop” last month for all of his efforts in this respect but I omitted to mention “Stuart” who obtained the bulk of the materials for the project, and the rest of the Working Member Team present at Bridgnorth who all helped, without whose efforts, this work would have taken much longer or maybe not even have been progressed.

Tuesday 4th August

A small team started the work mentioned above on Ranger’s battery boxes – with Paul Northcott / Dave Hewell seen preparing and cleaning prior to painting – not sure which one from this angle!

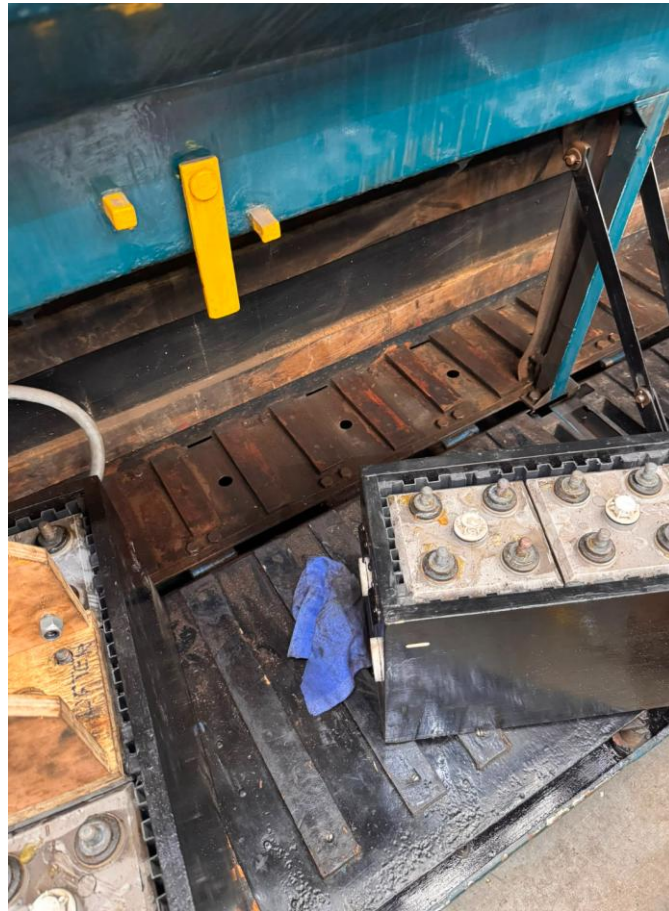
Following the painting, the batteries were scheduled to fitted on Wednesday 5th August.

With one side of the locomotive done, the next side was scheduled for August 11th.



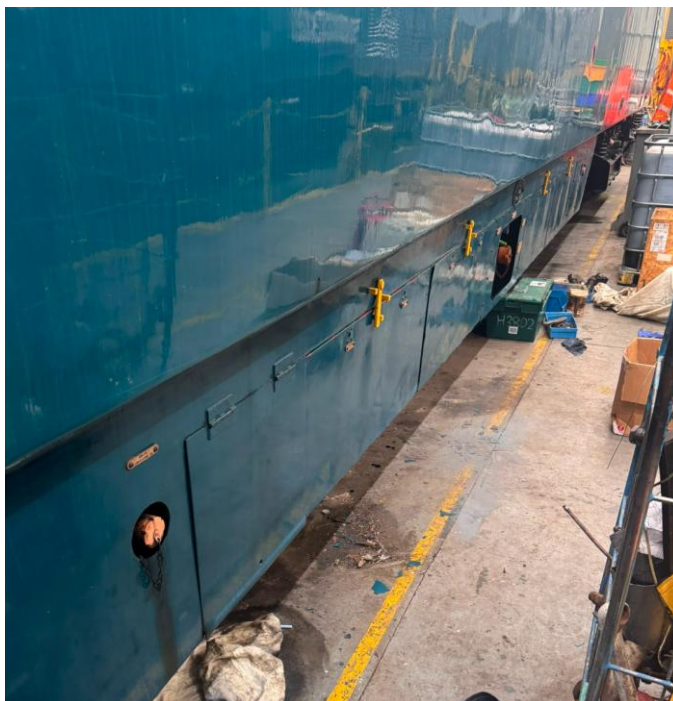
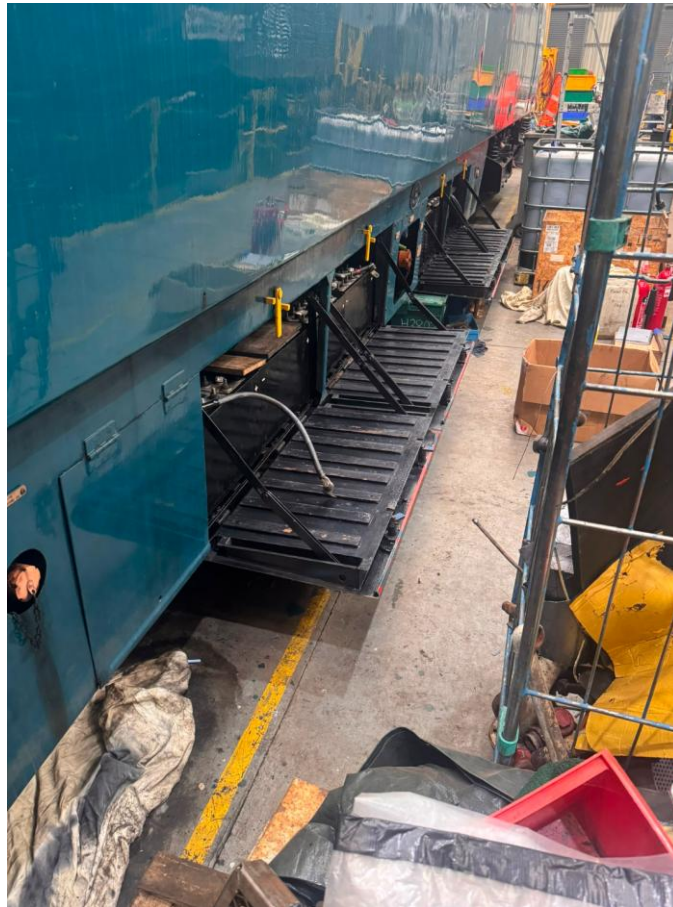
Wednesday 5th August

A few more pictures pre and post cleaning and painting and the batteries ready to be returned to the battery bay.



Thursday 6th August

It was reported that the batteries were back in situ and the battery compartment doors secured and locked. One side done!



Saturday 8th August

The focus today was back to bogie scraping by Sally and Phil H, and the batteries on the other side of D1013 being refitted by Coop and Dave M.

At the same time, Rob Andrews was present working in the cab desk refurbishment project on D1013. More details on this project to follow in future e-Newsletters.

A second equalising beam was prepared from NDT by Graham G, and the Boiler Room Roof panel was removed from D1013 by Jack B and Graham G. The panel now needs cleaning, rubbing down, a new rubber strip needs to be sourced, imperfections addressed and then repainted.

The Boiler Room also needs attention – all paintwork to be rubbed down and repainted (red oxide, then primer and then topcoat – a multi week job.

As part of the cleaning and scraping, the below rubber bushes were identified as being rather perished and replacements will have to be sourced.



A busy day all round, and one last picture of Dave H working on those battery boxes!



Tuesday 11th August

With the steam ban in full force, we were asked to cover for scheduled steam services and so have had quite a few additional turns this month, these turns often being recorded by visiting “reporting” WLA Members on many occasions, as noted by Peter Squire below – “D1062 impersonating steam today!”



Wednesday 12th August

Our own intrepid reporter Sally was also out with her “notebook” on the Glorious 12th – reporting that both D1062 and the Teddybear were held up by a fallen tree – seen here at Hampton Loade, with Mr Jackson making comment !



Thursday 13th August

D1062 was again out and about doing what she does best – and receiving some admiration



Friday 14th August – our THIRD Diesel Foot Plate Experience of the year.

Another well received DFE day – a few pictures shared below, starting with D1062 being prepared at Kidderminster at the start of the day.





And Alan Berck May in charge of the driver instruction.



The lucky morning drivers enjoying themselves and then receiving their certificates.





And the afternoon drivers...
A very familiar face amongst them 😊





Some Working Members were also guest of one of the drivers...
Getting in on the act!



And distracting the WLA Host from his duties.



Saturday 15th August

And a superb line up captured at Kidderminster and memories of 1976! Thanks to Mark Simmons Jenkins and David Langley for these memories.





And also a wonderful capture at Bridgnorth...



Tuesday 18th August

D1062 being prepared for another batch of operating days...



Wednesday 19th August

A certain driver caught on a well-deserved break at Bridgnorth.



End of Week Update

Two equalising beams were sent away for inspection this week, thanks to Mike T for facilitating the delivery & return. Both beams failed initial inspection however one beam has now already been repaired and has passed. The other requires its central pin removing.

The the four corner valances have been removed from D1013, giving improved access to the nose end air receivers that require pipework modifications. The Air receivers were subsequently removed and can now receive attention.

Monday 24th August

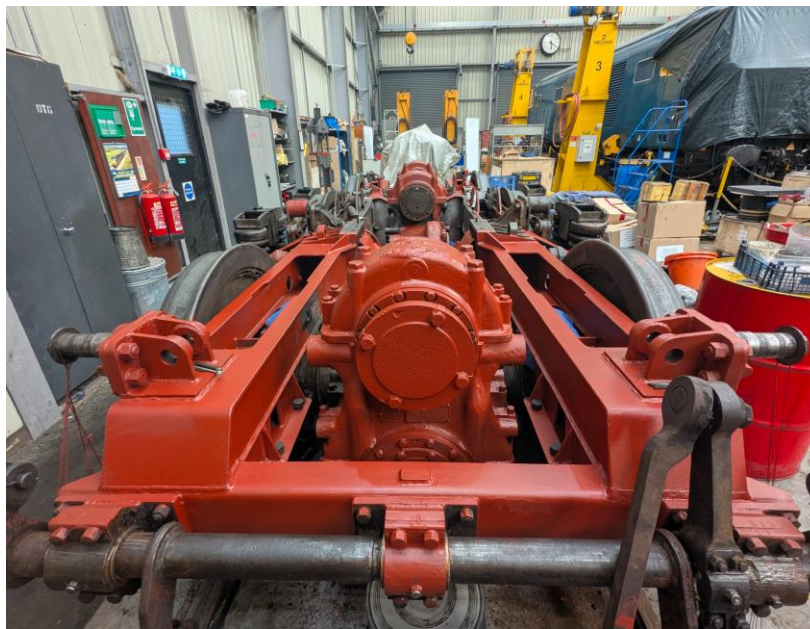
D1062 was serviced by Mark P and Greg M, ahead of a 7-day operating stint, through to the end of the month. All oils were checked and engines topped up and the oil drums refilled. Coolant was topped up – both ends taking about 1½ barrels – a reflection on the amount operating that the locomotive is doing. An overflow barrel is in place and also a spare (just in case).

Only 200 gallons of fuel were noted and so the locomotive will be topped up on Tuesday.

Suspension was greased and the fuel strainer removed and cleaned – only minor debris was noted.

Bogie painting with red oxide commenced although not all parts are ready yet for painting and require further cleaning – some great pictures of progress follow . Focus was on the inside of the spring boxes which have some difficult to reach areas.

The great work done so far is evident below, plus some of the areas still requiring attention are highlighted in the following pictures :-





Wednesday 26th August

Further bogie progress reported by Paul, Dave, Gareth, Greg and Jack – focus being on cleaning up the final drives.

Marty was also busy starting on D1013's bodyside which needs quite a bit of attention!





Jack is seen below in front of D1013, D1015 and 50 031 and Old Oak Common on his final day before starting work and college – good luck Jack and thanks for all that you do for the WLA.



Friday 28th August

Yet another Driver Footplate Experience, our last this month, with just one more to go at the end of next month on 25th September with D1062 (D1015 is also out on a DFE at the start of the month on 4th September.) The Westerns certainly are popular and it's a great day out.

D1062 is seen pre-heating on the other side of the stock at the start of the day.



A view of the TMD and “The Desk” awaiting our guest drivers.



Happy Drivers – in this case our first candidate – Mr Andy Holding, and D1062 seen running around at Bridgnorth.



D1062 awaiting departure from Bridgnorth, and Ken Newbold and Colin Wilkinson enjoying their “big” day out.



The Certificate Ceremony and happy gathering at the end of a great day.



Thanks to Andy who later posted – “Such an amazing day and an incredible experience. It’s going to take a while for me to process what I have just experienced. Thanks to everyone who made the day possible – you were all brilliant and looked after us so well.”

Memories and Reflections of the day below.



Saturday 29th August

Mentioned earlier in this e-Newsletter by our Chairman, we were visited on Saturday 29th by Richard Holdsworth, who originally purchased D1013 Western Ranger from British Rail back in 1977, and his wife Heather – they were of course excited to see the progress being made on D1013.

Richard & Heather are seen centre below, with Graham Gant (who worked with Richard back in those early days) and Marty Kent to their left, and Roger Smith, Chairman and Coop to their right.



A great shot of Richard and Graham in front of I think D1013!



Richard, seen with Roger Smith, who purchased D1013 from Richard before the locomotive later became under the ownership of the WLA.

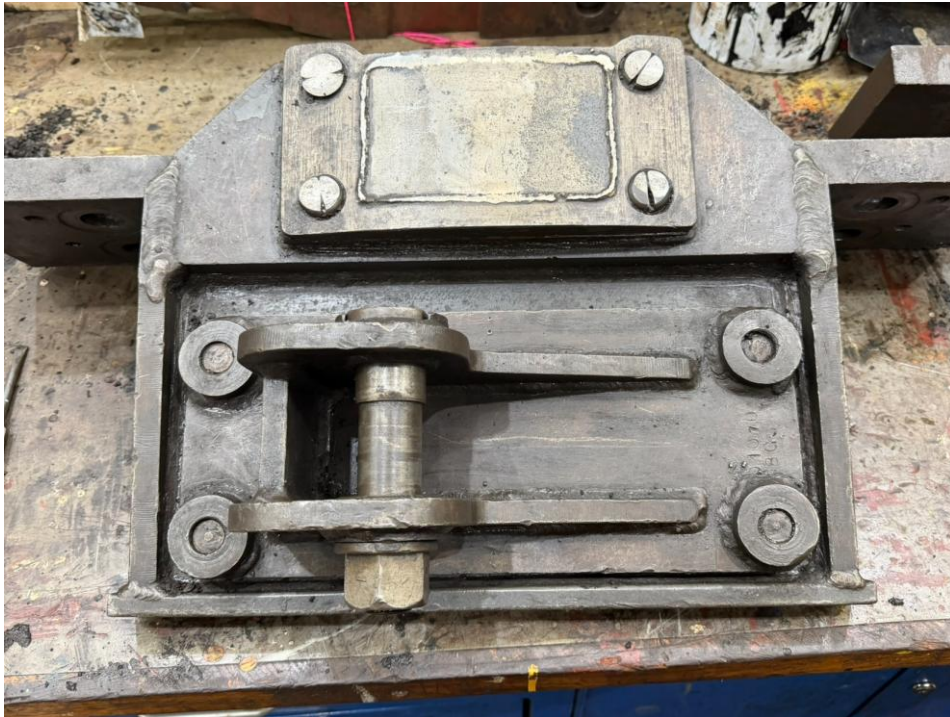


Lots of progress was also made with more bogie and bogie parts scraping and cleaning and cleaning and being made ready for red oxide. Also present were Dave Marsh and new volunteer Bob Mackenzie – Bob joins our group of junior members (under 18) so if you know someone that wants to come and get involved, we welcome all. At Bridgnorth, work continued on the brake cylinder refurbishments as well as progress on electrical contactors and relays by Roger, Paul and Stuart.

Cleaning of bogie parts continues to reveal interesting history (D1000 and D1071?)



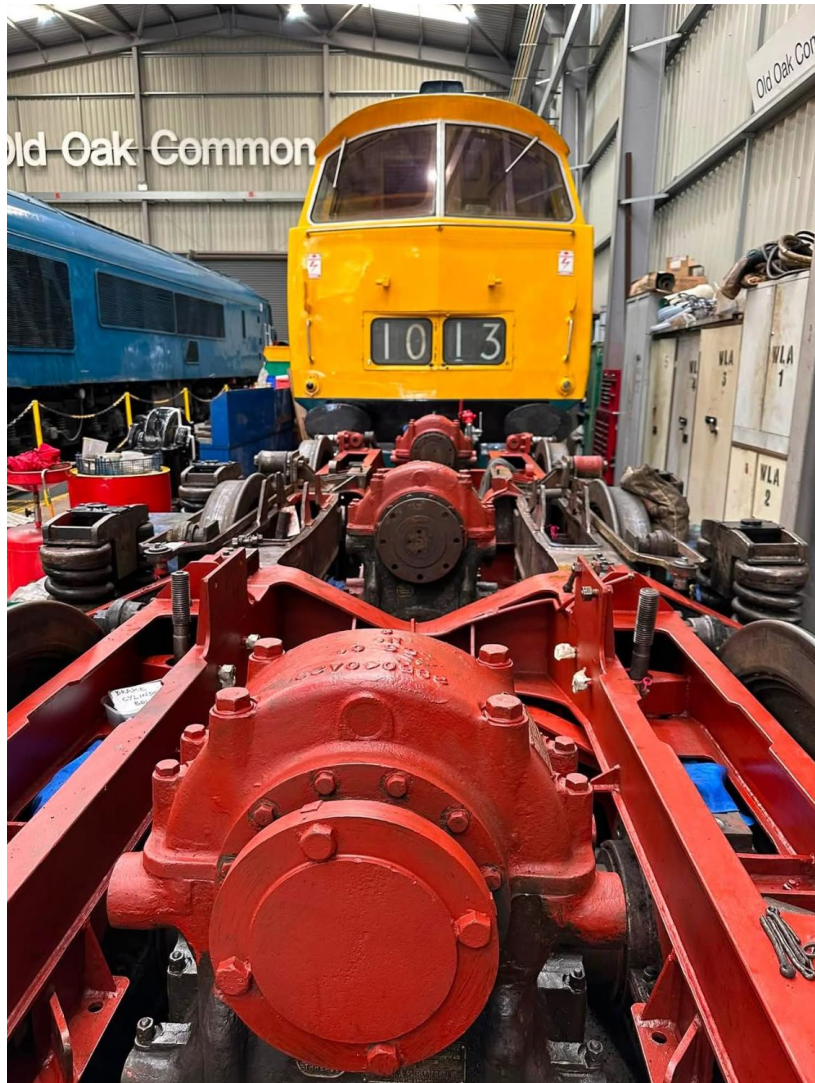
The end result of cleaning on the thrust pad brackets, one looking a little more worn than the other.



The cleaning teams – Marty and myself in front of “The Peak” and a chairman & new Working Member Bob in “The Bogie”



A fibal view of the bogie with D1013 overseeing progress.



Meanwhile, out in the rain, D1062 is seen going about business.

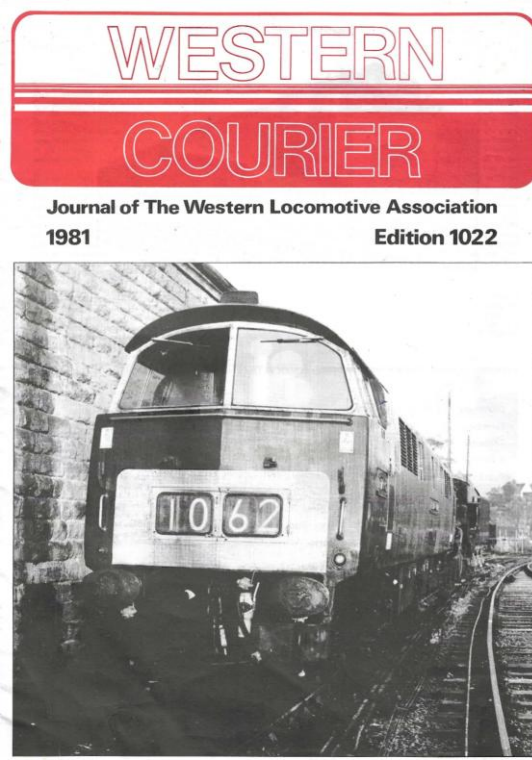


Sunday 30th August

Some final pictures taken on Sunday 30th by Roger Smith of another hydraulic Line Up at Kidderminster, this time D1062 on the left and D821 Warship Greyhound on the left.



Western Courier



Our last "out-take" / memory from Western Courier, Edition 1022, from 45 years ago!

Happy Anniversary – Courier

**November 4th heralds the 5th Anniversary of the WLA's purchase of D1062 – 5 years of hydraulic splendour!
& THIS YEEAR WE ARE CELEBRATING 50 YEARS!**

November 4th, 1976, heralded the beginning of a new, exciting era in the field of locomotive preservation. With the expected demise of the 'Western' class 52 Diesel Hydraulic fleet still over four months away, the WLA, established in January 1974, announced to a somewhat surprised AGM gathering that their tender for D1062 "Western Courier" had been successful.

The beginnings of a beautiful relationship were then formed. That, however, was the easy part, the restoration and subsequent maintenance of 108 tons of complex mechanical and electrical apparatus, most of the components of which had laid idle and un-used for over two years was a rather different and utterly daunting proposition. Yet fortunately the WLA were blessed with a unique blend of mechanical and electrical expertise whose knowledge of "Maybach" engines was second to none. Under the guidance of Graham Howell and Phil Harper, the difficult and complex undertaking of restoring "Courier" to her original operational condition began in earnest.

With "Western" enthusiasm at the height of its crescendo, the WLA had no problems in organising numerous "working parties" at Swindon Works, as eager members clambered to "do their own bit". The WLA were extremely fortunate in their choice of D1062, a choice which had not always proved to be the most popular with many enthusiasts. D1062 had been the centre of a major industrial dispute between Unions and Management over locomotive overhauls for the two years prior to her purchase and she was considered to be in a far more "restorable state" than the majority of "runners" still in traffic at the time. Many enthusiasts will no doubt recall with warm affection her lengthy banishment onto the turntable at Swindon Works, where her splendid external appearance, courtesy of the works apprentices, turned many a commuter's head as they sped past on main-line trains.

Throughout the long winter, the hard-grafting working parties continued to put the pieces together with a healthy collection of purchased spares, "Western Courier" was beginning to re-emerge from her catatonic state. Many thousands of precious man-hours were spent upon servicing duties which included the changing of engine oils, together with mechanical and electrical checks. All moving parts were checked, repaired or replaced as the situation warranted. and cables checked for "earth" faults. In March 1977, she reached the final testing stage. Then, in April, after over two years in the wilderness, D1062, burst back into life. She emerged from the hallowed portals of Swindon one month later in pristine internal and external condition, completing her long arduous journey to her new home – the Torbay Steam Railway on May 28th.

But the greatest moment of 1977 arrived on July 31st when she hauled her first passenger train ("Western Re-Union") since August 1974. All the supreme effort and dedication of the gruelling winter months seemed to melt into sheer insignificance as the unmistakable roar of a "Maybach" bellowed out over the South Devon countryside once again.

D1062's popularity went from strength to strength and on April 29th, 1978, both D1062 and sister D1013, purchased by Mr Richard Holdsworth, one of the country's leading motor caravan manufacturers, performed for capacity attendances at the Association's "Western" Day on the Torbay and Dartmouth Steam Railway.

Exactly one month later, two special trains organised by "RPPR" and the Midland and Great Northern Railway Society brought even higher crowds and attendance figures were close to the magic 3,000 mark. However, this event proved to be the turning point as far as success on the TSR was concerned. From then on, diminishing attendance figures, mainly due to the difficult accessibility of the railway itself and the cessation of connecting rail-tours put the locomotives future on the line in grave doubt.

So, enquiries were made to the many preserved railway sites as to the possibility of housing and running the two Class 52's over their lines. As we all now know, after much discussion, the professionally run "Severn Valley Railway", with its readily accessible midland location provided the obvious choice. The move up from Paignton to the SVR was in itself not without its own particular problems. Wheel-turning of both locomotives found to be a necessity whilst on the TSR was undertaken at BR's Cardiff Canton depot en route with a resultant delay of almost eight weeks. However, on September 29th, the two intrepid locomotives arrived safely on the metals of their own home.

During the ensuing three years, the WLA and in particular D1062 have settled into the professional, working environment which is prominently evident upon the SVR. During this eventful period, we have consolidated our position and life with D1062 has become so much easier. "Courier" has performed at nearly all our "Western Weekends" on the SVR, with major maintenance work being undertaken on her tired engines during every close season.

After her arrival on the SVR, her first public appearance was at the Associations debut "Western Weekend" in March 1979 which proved to be a great success. Once again the crowds flocked to see her in action and together with D1013, they have proved to be a great attraction.

The outstanding highlight of our five years with D1062 has to be her participation in the much coveted "Rainhill" Trials of May 1980, where we are proud to boast she was the only privately preserved diesel on show. She did us proud over the whole weekend, being in superb condition both mechanically and externally. Our participation in the "Rainhill" Trials provided us with official recognition of our achievements with D1062. Yet despite this glowing accolade, it is the last three years on the SVR where we have capitalized on the opportunity to make remarkable progress.

Under the controlled supervision of our two engineers - Derek Wright (Mechanical) and Phil Harper (Electrical), together with their equally skilled assistants Graham Gant and Hugh Searle, we have surpassed our wildest aspirations. D1062 has undergone heavy internal surgery, including a complex engine overhaul, an operation which could only have been undertaken on the adequately equipped SVR. However, despite her internal progress, at the 1981 "March Weekend", the jolly red giant was abruptly silenced by a very serious engine defect, an enforced silence which has unfortunately continued until the present. This serious mechanical setback has already caused D1062 to be absent from our "October" Weekend as intricate plans for the complete restoration of the damaged engine are thought out. Plans for her immediate future however do include a complete re-paint of her rapidly diminishing maroon livery and a re-paint fund has already begun to

chalk-up the necessary funds. So, 1982 will see a return to full-fitness internally and a sparkling external condition.

Looking back on these five chequered years, we have learnt many lessons in the preservation of diesel-hydraulic locomotives and similarly overcome many obstacles which were hitherto thought impossible to surpass. I would dearly like to continue this potted review of the first five years of perhaps "The most famous diesel locomotive in the Country" but unfortunately due to pressure of space I have only touched the tip of the iceberg. This article however is only intended as a "happy anniversary" greeting, a fully detailed account of our work with "Courier" is being prepared for one of the major railway periodicals so look out for that. All that remains to be said is "here's to the next five years", and hopefully main-line work.



Five Years of Hydraulic Splendour and Hard Work – D1062 undergoes maintenance at Bridgnorth – T Willmore.

Sales Team Update

Yes it's that time of the year again and we have launched The **WLA 2026 Autumn Raffle** – and this time we are offering some VERY unique prizes.

- First prize is a pair of Dapol 00-gauge Westerns representing D1013 and D1023 in the condition which they double headed the Western Tribute railtour on 26th February 1977. As shown in the picture, Ranger has the famous red plates and the headboard now owned by the WLA and Fusilier has the domino head-codes which were fitted for its last few months in BR service.



- Second prize is lovely diorama featuring a maroon SYP Western at a small country engine shed.



- Third prize is a superb A2 print, “Western Bufferstops” a pencil drawing of two Westerns at Kidderminster Town Station.

Due to the ever-increasing cost of postage, we will no longer be sending out raffle tickets to all of our membership but just to those who that regularly buy tickets in this way.

New members will also receive tickets by post, as of course will members who have no internet access.

So please can we ask that you all purchase your tickets are available online at www.westernlocomotives.com at the following address:- [Fundraising & Lottery - Western Locomotive Association](#)

Once you have purchased online, I will fill out your tickets and send you a scan confirming your numbers.

Many members do already purchase in this way and of course it opens up sales to the wider enthusiast community.

The Raffle Draw will take place at on Sunday 4th October at midday at **The Severn Valley Railway Autumn Diesel Bash** which runs from Thursday 1st October to Sunday 4th October. The WLA Sales Stand will be on the concourse at Kidderminster Town as usual, so do come and see our new merchandise if you are attending.

We will broadcast the draw live on Facebook and the recording will then be posted on the WLA Facebook page.

The names of the winners will be posted on the WLA website.



Members of the Sales Team are going to The Bluebell Diesel Gala next weekend (Friday 4th and Saturday 5th September), we will be riding the trains or trying for master shots on Friday 4th so do say hello if you recognise us and then we have a stand at Horsted Keynes on the Saturday 5th September. Hopefully many of our members living in the southeast will come along and say hello. Good to see extensive platform canopies at Horsted Keynes as the drought seems to be over!



The fiftieth anniversary of the Western Tribute Railtour gets ever closer and we will be launching a range of celebratory merchandise at the Autumn Gala and as usual most of it will also be available on the website.



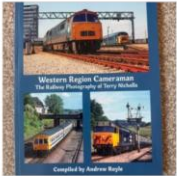
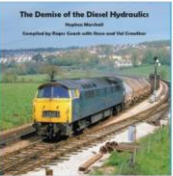
Still more new books have been published so it's worth taking a look at:

[Books & Publications - Western Locomotive Association](#)

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Books & Publications

Showing 1-16 of 21 results Sort by latest

			
Western Region Cameraman, the Railway Photography of Terry Nicholls £19.95	WESTERN COURIER Journal of the WLA Spring 2026 £5.00	BR Blue Secondman £20.00	The Demise of the Diesel Hydraulics by Stephen Marshall £29.95

The perfect solution to filling those empty spaces on your bookshelves!

Bearing in mind how successful the recent raffle of the Dapol model of Courier in maroon SYP was, do please root out any models, diesel books and railway memorabilia which you would like to donate for our Stand at the Autumn Gala. We will have some interesting bits which were replaced during the bogie overhauls at the Bash.

Whizzo Woods

At the end of January, we have **632 trees** in Whizzo Woods, an increase of 23 trees over last month – but we still have a long way to go to achieve 1,000 trees. We are determined to get there, and we will be even more “enterprising” this year with our initiatives!

Thank you all for your continued support for Whizzo Woods. Trees can be purchased for just £6 – what an investment, and can be found at <https://westernlocomotives.com/shop/a-tree-in-whizzo-woods/>

Whizzo Woods was first established in April 2021 with an objective of planting 62 trees a year – further details can be found at – <https://treesforlife.org.uk/groves/315992/>



Membership News

Thank you to you all for your continued support. Please all remember to renew whenever you receive a reminder as your continued support makes it possible to do what we do.

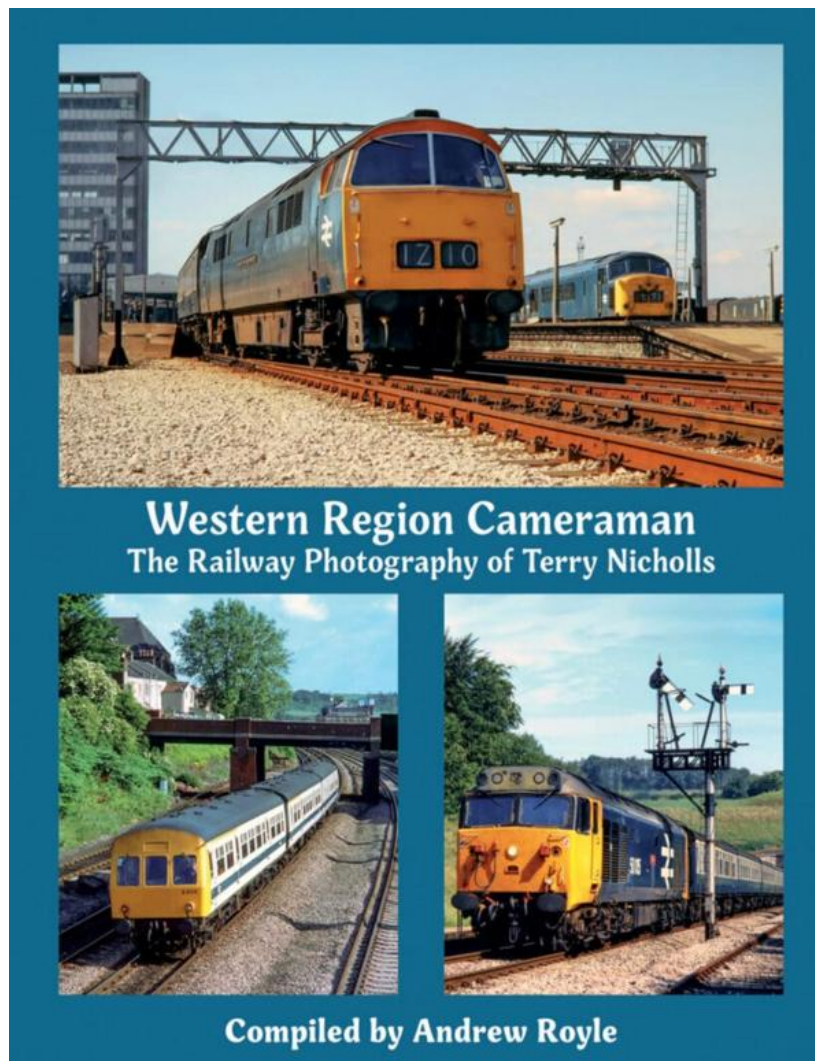
You can renew your membership in three ways:

- Payment by Credit Card (via Stripe) from our website – www.westernlocomotives.com
- Re-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
- 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.

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/ or contact me at wp.finch@icloud.com

Book of the Month



Following the end of steam on British Rail, most railway photographers found their activities restricted to stations and viewpoints outside the railway boundary. However, those who were within the railway's employ could get around this difficulty and Terry Nicholls was one of them. Working in the control function in the Bristol area also meant that he enjoyed inside information about special workings. Some of the results of that can be seen within this book, covering as it does the period from the late 1960s to the early 1980s when blue was very much the colour but variety in motive power could still be found across the Western Region.

Available from our on-line store @ [Western Region Cameraman, the Railway Photography of Terry Nicholls - Western Locomotive Association](#)

Media Coverage

Trackside – September 2026

WESTERN LOCOMOTIVE ASSOCIATION

- ◆ Working volunteers Jack Richards and Krystian Rekowski have been offered apprenticeships at Alstom's Oxley Traction & Rolling Stock Maintenance Depot. Both are under 18 and had no previous railway experience before they joined the WLA.
- ◆ A fundraising campaign for No. D1048 *Western Lady* has topped the £15,000 target, allowing bodywork repairs to commence.

Not strictly coverage but some unsubstantiated gossip which certainly made me giggle – as there is no truth in it!

RUMOURS AND GOSSIP

The rumour mill

First up, we hear 59201 may be retro repainted into National Power livery and 59103 into its original ARC colours * All GBRf 60s are heading to Toton, and most are to be reinstated. But 60047/087 may not be revived as they are deemed to be too expensive to repair * If the DRS Class 93 trial proves to be a success, and with the lease on the Class 88s reportedly "due up soon", it may be a case of ten out, ten in on the WCML modal operations * ROG is "so keen" to get the 93s used more, it will "probably lower hire charges", but that could depend how the trial goes * An industry source suggests Colas is "short of locos" for the RHTT season and may look to hire the six off-lease ex-Chiltern 68s, 68010-015 for this work * At present DRS has "plenty of locos out of action", but increased failures of 66s and poor 88 availability may force a "rethink of its traction strategy" * DCR's 56045 is "to be repaired" but will be out of action "for some months" and

it could be "a very expensive bill" * 47828 could be off to the SRPS when its hand-back repairs are completed at Crewe * There are no tours now quoted as being worked by D1015 * There was some talk of it being used by Vintage Trains, but that has "gone very quiet" * WCR might use the Western but that too is just "speculation", while LSL has also gone quiet after that one-off use of *Western Champion*. * What's in the frame for RTC's September Fowey tour? Well it certainly won't be 40145, so could be a pair of WCR 47/57s * Here's a good one, LSL "is after buying a diesel hydraulic" but "nobody is wanting to sell" * But surely only a 52 would be useful to it, as it would need airbrakes. Perhaps it could do a deal for D1048? Pay to revive it, lease for ten years? * It's all gone very quiet on the 25s at Worksop and the "great hope" for a main line 'rodent', 25057 seems to be stuck in a siding * Also, we note *Ixion* has still not moved anywhere *

VT still looking at some ETH motive power as it "can't, or won't" spend the serious money needed to sort out 47773. * But it's doubtful it's gone unnoticed that 37418 could be "free for some more work soon?" * Failing that 50007/049 are just around the corner at Kidderminster, and then there's 55009? It's still looking for a train operator * Or there is still the much-mooted tie up with 50026 *Indomitable*, when that finally returns to the main line * Following 58023's successful appearance at the ELR gala, discussions continue regarding the restoration of the three remaining Class 58s. Particular interest surrounds 58048. While nothing has yet been confirmed, there may be news to share very soon. * And talking of 58s, rumours have been circling that the four Spanish locos "may still, actually, be 'alive', well at least intact." There is certainly no proof they've met an angle grinder as yet. * One source suggests they were moved

into a roundhouse by ADIF due to a payment dispute between it and DB, and are being kept as 'collateral'. * Rumours suggest 47715 "has been sold" have been categorically denied by its owner * Likewise 37407 most definitely has not been sold * The 125 Group is looking to build a new depot to maintain its fleet; there's a sizeable plot of rail-connected land at Ramsbottom...2+2 perhaps? * And finally, the hoped for line-up of all Sulzer classes at the SVR in October could be cut back because of transportation costs; sadly, it looks most likely that it will be the Type 2s that get their invitations withdrawn * But home fleet of Maybach, Paxman and EE locos will be out as well if you don't care for Pe'ks and 47s... Oops, we've mentioned Pe'ks in this column. Best don't the tin hat... * And finally, GBRf boss John Smith has publicly admitted he wants to see D1015 working the Cornish china clay circuit, so that should happen then...

And the news you probably haven't heard yet... *Compiled by Artie Justsits*

Latest 'plan' to reopen Woodhead a good excuse to print a picture of Class 76s, say journalists

The latest harebrained, and never likely to ever succeed, proposal to reopen the Woodhead route is being applauded by railway magazine editors as it gives them a chance to run a lovely, scenic archive picture of a Class 76 or two again.

The line, that closed 45 years ago and went from some big city to somewhere else bigger via no major conurbations, is much missed, but people just won't let it go. Although that said, the thing that was missed the most were the old Class 76s, and they won't ever be back on the line. And even if it did reopen, it would only be with some rancid old Turbostar unit.

But let's be realistic, the benefits of reopening a railway that had a line speed of 60mph and twisted and turned more than Jude Bellingham against the Frenchies, must never be underestimated. This, after all, is the 14th 'serious plan' (yeah, as if) to reopen the line since, when? 1988?

Guards says "sod this for a game of soldiers" to checking tickets on three hour late train

Fare dodgers have been given a green light to travel on any train that is more than three hours late safe in the knowledge no guard in their right mind is going to bother checking tickets for fear of having to talk to irate passengers.

One guard, who wished to remain nameless, so we'll just call him 'Steve' said: "If you think I'm stepping outside of the warm cosy back cab with a great view of the railway, just to check tickets of 200 heavily-delayed and irate passengers, you can forget it!"

"I don't get paid enough and who cares if they are annoyed beyond belief because of a points failure near Warrington and a failed freight train at Winwick Junction? Not my problem, mate."

When we asked 'Steve' what about giving passengers important information about onward connections and delay repay, he said: "They've all got smartphones haven't they? Plus, the internet will know more than I do... Look on any railway forum, all the answers are there in black and white..."

No one interested in whether your Facebook photo was taken from a 'position of safety'

Research has shown that absolutely no one whatsoever is in the slightest bit interested to know if your Facebook picture was taken from a 'position of safety' and with 'appropriate permission'.

One comment said: "To be honest, I don't care one iota if you had a letter from your mum to take the shot", while another said: "I'm more concerned that the picture was taken on the wrong side for the sun, you

cropped the back of the train off and it's blurred."

Another added: "Hallelujah, you didn't get mowed down to death by a stationary train in the yard. Well done you!"

Finally, one other comment suggested: "We've only got your word for that, so I've phoned the BTP... I saw it, I said it, they won't sort it..."

Mexicans smash up yet another HST in protest to Azteca defeat

Mexico's unexpected defeat to the

English at the Stadium Azteca during the World Cup foisted a severe bout of anti-English feeling, so much so that the Mexicans took it upon themselves to smash yet another HST into a tractor.

The HST was travelling at about 30mph when it hit the John Deere side-on on an unguarded level crossing with just a bell to warn drivers that a train was approaching.

A new cab will now be shipped out from Norfolk and the loco will be 'repaired' with some sort of cut and shut bodge job...



Oooh look, a nice pic of two Class 76s! 76013/022 approach Torside crossing with a train of bulk hoppers in June 1981, just before the Woodhead line closed. There is now yet another proposal to reopen the line... Keith Langston/Rail Photoprints

DIESEL DIARY

'EPB' and 'MLV' EMUs to visit Bluebell Railway – and a Class 03

THE EPB Preservation Group is to provide three of its units for the Bluebell Railway gala, which has a '40 years of Network SouthEast' theme. 2-EPB set No. 5759, along with a pair of battery fitted MLVs (Nos. 9001/2) which are able to

run short distances under power, are booked to attend the event. All saw use with Network SouthEast. Also due to appear at the event is NSE liveried No. 50026 *Indomitable* as well as No. 03179, which is now based on the Isle of Wight Steam

Railway and was the only '03' to carry NSE colours.

The same weekend sees the Great Central Railway gala take place, with No. 20227 being the latest visiting locomotive to be announced.

FORTHCOMING GALA/EVENT DATES

August 29/30: Wensleydale Railway (Industrial Diesels)

August 29-31: West Somerset Railway (Diesels at 65)

September 3-6: Great Central Railway

September 4-6: Bluebell Railway

September 12/13: Dean Forest Railway

September 12/13: Tanfield Railway

September 18/19: East Lancashire Railway

September 25-27: Epping Ongar Railway

September 25-27: Bodmin & Wenford Railway

October 1-4: Severn Valley Railway

October 9-11: Gloucestershire-Warwickshire Railway*

October 17/18: Llangollen Railway (DMU)

November 7/8: East Lancashire Railway (DMU)

Events marked * are mixed diesel/steam

Work begins on HST Valenta retro-conversion

DURING July, the 125 Group's two power cars stored at Cockshute Sidings (Stoke), Nos. 43044/190, were moved by road to the East Lancashire Railway for work to commence on the fitment of a Valenta power unit to No. 43044. Edward Paxman, Spares donor No. 43190 is to surrender its electrical cubicle for use in No. 43044, which is expected to be fitted with its

Valenta engine before the end of the year.

Ultimately, No. 43190 will go for scrap. The power car, which is devoid of a power unit, was acquired from Romic in 2025 as part of a deal which saw several surplus loco-hauled Mk.3 coaches which belonged to the 125 Group disposed of to Romic. Its bogies will be retained and it is planned to

recover the cab before the frame and bodyshell are cut up.

Excluding the prototype No. 41001, which was stopped in May 2020, the last time a Valenta HST power unit was heard was in December 2010 when No. 43123, which was part of the Grand Central fleet at the time, was removed from traffic for MTU conversion, becoming No. 43423.

The Cambrian Heritage Railway operates services between Oswestry and Weston Wharf, and on July 5, the beer festival weekend, Class 73 No. 73129 *City of Winchester* arrives at Weston Wharf with the 15.00 service from Oswestry. On selected dates, the railway extends its services to Llynclys - a further two miles to the west.

PAUL ASPINALL



Bluebell Railway hires 'Hastings' DEMU

WITH steam hauled services suspended due to fire risk, the Bluebell Railway has hired a four-car Class 201/202 DEMU, No. 1001 made up of Nos. 60000+60501+60502+60116, from Hastings Diesels. The 'Thumper' was moved from St Leonards to East

Grinstead by Nos. 73107 *Tracy* and 73128 *Kent & East Sussex Railway* on July 31. The line is also making use of No. 33108, which arrived from the Mid Hants Railway earlier in the month, as well as resident No. E6040 (73133) *The Bluebell Railway*.

Several other lines have also

become reliant on diesels due to the hot weather. The North Norfolk Railway, Gloucestershire Warwickshire Railway and Dean Forest Railway all suspended steam operations during late July, with the Severn Valley Railway announcing on August 3 that it was also doing so.

IN BRIEF

'TEDDY BEAR' FOR NORTH NORFOLK

ON July 17, the North Norfolk Railway took delivery of No. D9553, which it is to be based on the line for the remainder of the 2026 running season. Some crew training and familiarisation was due to take place before a planned entry to service in August.

'GOYLE' RETURNS TO NYMR

TO assist in a motive power shortage, largely caused by a lack of operational steam locomotives, No. 31128 *Charybdis* returned to the North Yorkshire Moors Railway on July 17 for a period on hire from Nemesis Rail.

CLASS 40 SETBACK

HAVING undergone a successful light engine test run on June 23 (see RE 363), a loaded test run from Camforth to Crewe on July 1 saw No. D345 (40145) suffer a main generator flashover near Hartford. The 'Whistler' was towed back to Camforth where an investigation is to be carried out to determine the full extent of damage.

'PEAK' PROBLEMS

LOCOMOTIVE Services Group's No. 45118 *The Royal Artilleryman* had to be withdrawn at short notice from its planned appearance on 'The Waverley Merry-maker' on July 17 after the discovery of a defect during its fitness to run inspection. The 'Peak' requires a lift to enable a bogie issue to be attended to. It is no longer booked to haul the SRPS 'Thistle and Dragon' charter on August 22, but it is hoped that it will be back in action to haul 'The Highland Peak' on September 19.

NORTH STAR LOAN EXTENDED

THE loan of the Diesel & Electric Preservation Group's No. 47077 *North Star* to the North Yorkshire Moors Railway has been extended by a year and the Class 47 is now contracted to remain on the line until May 2028. The locomotive, along with NYMR resident No. 31466, recently visited Leeds Midland Road for tyre turning. The pair left Grosmont on July 15, returning two days later, with Nos. 20007/205 being used for their transfer.

'WESTERN' BOGIE LATEST

RECENT NDT (non-destructive testing) work has revealed that the 'A' end bogie frames of No. D1013 *Western Ranger* have no cracks, paving the way for reassembly to begin. Work on the 'B' end bogie was completed earlier this year.

Severn Valley Railway News – Running Dates & Events

We do not currently have any scheduled public operating days in September, although this may change if the steam ban is not lifted and we will let you know.

We are however operating a private OBBO Trip on Thursday 10th September and also a private Diesel Footplate Experience on Friday 25th September.

Our next public operating will be at The Severn Valley Railway Autumn Diesel Gala from Thursday 1st October to Sunday 4th October.



What to expect at the Autumn Diesel Bash? The four-day diesel festival will feature locomotives operating a busy timetable between Kidderminster and Bridgnorth. If you love diesel, this is the place to be! Ride behind every locomotive, visit The Engine House at Highley to break your day, or sample the finest real ales in the railway's pubs, as you experience the Severn Valley at its loudest!

The Stars of the show

- Class 14 D9551
- Unique Class 17 'Clayton' D8568
- Class 20(s) (hopefully a pair, numbers to be confirmed)
- Class 33 33108
- Class 42 'Warship' D821 'Greyhound'
- Class 46 46045
- Class 50s 50033 'Glorious' plus one other (TBC)
- Class 52 'Westerns' D1015 & D1062
- Class 108 DMU

All locomotives appear subject to availability and operational requirements and may be changed without notice.

The full Diesel Locomotive Roster for September is as follows:

Wednesday	02-Sep	Table A N1 Diagram (Two Return Trips)	DMU
Thursday	03-Sep	Table A N1 Diagram (Two Return Trips)	DMU
Friday	04-Sep	Diesel Footplate Experience	D1015
Saturday	05-Sep	Table C S3 Diagram (One Return Trip)	D1015
Saturday	05-Sep	Table C N1 Diagram (One Return Trip plus HY)	DMU
Sunday	06-Sep	Table B S3 Diagram (One Return Trip)	D1015
Sunday	06-Sep	Table B N1 Diagram (Two Return Trips)	DMU
Wednesday	09-Sep	Table A N1 Diagram (Two Return Trips)	DMU
Thursday	10-Sep	Table A N1 Diagram (Two Return Trips)	DMU
Saturday	12-Sep	Table C S3 Diagram (One Return Trip)	Class 20
Saturday	12-Sep	Table C N1 Diagram (One Return Trip plus HY)	DMU
Sunday	13-Sep	Table B S3 Diagram (One Return Trip)	Class 20
Sunday	13-Sep	Table B N1 Diagram (Two Return Trips)	DMU
Wednesday	23-Sep	Table A N1 Diagram (Two Return Trips)	DMU
Thursday	24-Sep	Table A N1 Diagram (Two Return Trips)	DMU
Saturday	26-Sep	Table C S3 Diagram (One Return Trip)	D821
Saturday	26-Sep	Table C N1 Diagram (One Return Trip plus HY)	DMU
Sunday	27-Sep	Table B S3 Diagram (One Return Trip)	D821
Sunday	27-Sep	Table B N1 Diagram (Two Return Trips)	DMU
Thursday	01-Oct	Autumn Diesel Gala	All Available
Friday	02-Oct	Autumn Diesel Gala	All Available
Saturday	03-Oct	Autumn Diesel Gala	All Available
Sunday	04-Oct	Autumn Diesel Gala	All Available

Member's Forum & Gallery

"Memories"

The Western Lament tour of 24th February 1977.

Paul Hoskins

Paul has contacted us asking if anyone recognises the gentleman "bonding" with D1048 back on 24th February, 49 years ago. A full update from Paul below.



We had travelled from Bolton to London and the west in both 1976 and 1977 to chase the last of the Westerns.

Calling in at Paddington by chance this Thursday and were amazed to learn that the rumour (no internet or mobiles) we had heard of this most unusual midweek tour was true! Quickly finding somewhere to dump the car, we had no tickets, no money, no cashcards or holes in the wall those days, so a quick word with the on-train organiser, can I give you a cheque please? No problem. I vaguely remember the tickets being £6-50 per person. It all wouldn't happen today.

Here we see D1048 Western Lady and a gentleman with a gabardine mac and tartan shopping bag, in a sad downward looking posture with one hand fondly placed on the side of and emotionally stroking and bonding with one of his beloved Westerns. Attracting quite a few onlookers, even the second man wondered what everyone was watching and popped his head out the cab window to observe the goings-on too. But the magical moment was caught forever. Do we know who the gentleman is?

One thought, I wonder if he is/was a railway man associated with the Westerns. Maybe a driver with the brylcreamed hair?

Does anybody recognise themselves or anyone else?

Despite her very unloved and rundown appearance, D1048 has her train reporting number (1Z52 in this case, which were no longer required to be displayed by this time and would normally have shown 0000) lovingly wound round by enthusiastic staff to read 1048 as was the norm in the Westerns latter days.

She performed faultlessly that day, as did the steam heating, to Castle Cary and return to Paddington at close to 18.00 hours, right in the middle of rush hour.

A big mistake! as a train load of enthusiasts detrained and all charged towards the concourse to get their last photographs whilst the commuters were all heading the other way to get their trains home!

One senior lady said to me "what on earth is happening? What on earth do you say?"

I vaguely remember that the coaching stock was due straight back out on a commuter service, probably the train where the senior lady was heading... and I bet nobody even noticed what was backing on to the stock let alone photograph it.



The above shot may help, taken immediately preceding the stroking one, albeit a bit fuzzy and not composed properly. I expect I had been waiting to get a clear shot of D1048 with nobody standing in front, virtually impossible, and was probably bumped into just as the shot materialised and shutter was pressed.

Of course, these digital days, it's possible to view and delete such shots, not an option in Kodak days. Looking closely, could that be the crew in the distance having brought D1048 light engine up to the tour coaches and about to change ends, they are talking to the chap with the red scarf, possibly the tour organiser?

Perhaps our gentleman watched the crew board preparing to take the tour out and the emotion became too much as he was suddenly overcome by the realisation that this was perhaps his last goodbye, or very close to it.

It was a very sad time for us - I well remember when I lived and worked in London during the early 70s cycling down and parking up on the traffic free canal towpath which eventually passed Old Oak Common and watching and listening to the magnificence which was the Westerns.

Little did we know though that many years later, would be able to share these such happy memories with other like-minded enthusiasts on the screen, something called the net.

Let's now go back "52 Years" again and take a look at the last memories from July 1974 from Andy Collett who took over great 60 pictures taken that month back in 74 – here is the 3rd selection, starting with D1057...

Next month we can move onto August and September...



D1057 Western Chieftain at Newton Abbot at 12.35 on 24th July.



D1058 Western Nobleman passing Brent at 17.12 on 22nd July.



D1059 Western Empire at Exeter St Davids on a Paignton service at 13,20 on 19th July.



D1062 Western Envoy at Newton Abbot with a Paddington to Paignton train at 12,04 on 24th July.



D1062 Western Courier between Aller Junction and Newton Abbot at 16.11 on 17th July.



D1062 again at Aller Junction bound for Paignton at 14.00 on 17th July.



Class 47 – 47 505 leading D1062 Western Courier on a Motorail Service at 13.00 on 15th July. Does anyone recognise the observer?



D1062 sandwiched between Class 35 D7011 and Class 46 - 46 031 at Exeter Shed at 13.45 on 19th July.



D1063 Western Monitor approaching Exeter St Davids at 11.00 on 18th July.



D1065 Western Consort departing westbound from Newton Abbot at 9.50 on 18th July.



D1066 Western Prefect emerging from Dainton Tunnel at 12.48 on 20th July.



D1066 again at Newton Abbot at 12.26 on 24th July.



D1067 Western Druid on a Motorail service passing Newton Abbot West Box on 14th July.



D1069 Western Vanguard at Dawlish at 11.37 on 19th July.



D1070 Western Gauntlet at Dawlish Warren at 14.23 on 23rd July.



D1073 Western Bulwalk descending Dainton Bank at 10.55 on 20th July.



D1073 Western Bulwark again on Hemerdon Bank at 13.38 on 22nd July.



And to end, an unidentified Western on Hemerden – so over to you all !

Closing Notes and Book Ends

Correction from last month's e-Newsletter when I posted the picture of the Hymek seen at "Cheltenham Racecourse" – of course one of our eagle-eyed members has spotted that the location is of course "Winchcombe" – thanks to Rich Morris for pointing this out, and I am of course delighted that this just goes to show that every little bit of the e-Newsletter is read – THANKS again.



A Working Member enjoying a DFE – captured by another Working Member!



And to end this month, Marty proud of his latest set of wheels – mpg is superb he says 😊



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 or contact me at 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 1st October

<https://westernlocomotives.com/>

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