Western Locomotive Association e-Newsletter – November 2026

Welcome to your November WLA e-Newsletter and your monthly update on all things WLA. As always, October has been a busy month with much to report, but when isn't it so!

The focus in October, with a Board Meeting being held on Wednesday 7th October and a Management Committee Meeting being held on Saturday 10th October was discussion around the process that we need to follow, as per our Articles of Association, to elect a new Chairman. The most important point to note is that the decision must not be rushed, and that all who wish to put themselves forward for the role have the time and the opportunity to present themselves to the Committee and to the Membership, and that the best candidate is ultimately elected.

You will have by now received your AGM documentation by email or post and will be aware that because we require a 60-day period between nominations being received and the AGM taking place, we are not going to be in a position to elect a new Chairman at the forthcoming AGMon Saturday 14th November. We will answer any questions that you have regarding this at the AGM and of course, hopefully the process has been fully explained in the documentation that you have already received. In the meantime, the Vice Chairman steps into the role of Chairman and will chair the AGM on Saturday 14th November. Please be assured, in the meantime, it is business as usual at the WLA.

So, let's kick off this e-Newsletter and start with the sight that greeted me upon arriving at the Severn Valley Railway on Thursday 1st October at 8.00am for the start of the Autumn Diesel Bash – MAGNIFICENT ! D1062 awaiting the 9.00am departure from Kidderminster and kicking off the show.



It certainly was a great event, with the Severn Valley Railways home fleet putting on a great display, with just one visiting locomotive.

D1062 performed outstandingly on each day of the event and is seen below with another superb headboard, celebrating 50 years of Western Locomotive ownership – as it was 6th November 1976 that we were notified that our bid to purchase the locomotive from BR had been successful and that she was ours!

Thanks of course must go to Coop for yet another professional and outstanding headboard. Note that someone at some time changed the head code from 1B50 to 1M50!



Thanks also to Stephen Bell for this picture of D1062 coming into Bewdley on the Friday 2nd October's evening's 17.30 Bridgnorth to Kidderminster service.

At the end of the Gala, D1062 is seen again in the twilight after a fantastic four days of operation. Note the driver's bag in the second picture, that's all folks for 2026 (or is it, maybe we return for the Severn Valley Railway Winter Diesel Day on Tuesday 29th December).





Two more “classic” shots of D1062 Western Courier provided by Rob Edwards, Signalman Trainer & Deputy Senior Duty Officer at the Severn Valley Railway, whose role on the railway allows him to get some great pictures from some different locations and angles.

The first of Courier was taken in September this year, the second at the recent Autumn Diesel Bash.





One of our members this month has asked for some information about the photograph below from the Transport Treasury archive which unfortunately does not provide any details. Obviously, we are looking at D1004 Western Crusader, but would any of you be able to firstly identify the working (maybe something like a Paddington-Birkenhead) but more importantly the location?



Also shared on social media this month by Martyn Williams, and celebrating our 50 years of ownership, was the below picture and message.

“Best wishes from all that got involved all those years ago with D1062 in 1975/75. We achieved our objective in stopping this wonderful locomotive being taken to the scrap yard at Swindon like so many others. We were just starting our railway careers as 16-year-old apprentices when we crossed D1062. She has come along way from when Andrew Edwards and I started cleaning it with Brillo pads and when harry Roberts, Works Manager, let our small gang paint it along with D818 Glory. I can speak for the other lads that we are very proud to be part of the locomotive’s history. It has brought entertainment and hard work to WLA members and has given us great satisfaction to see her still doing what she was designed to do. BRAVO WLA.”



Last month, we shared news regarding one of D1013 Western Ranger's original nameplates. It was great to receive the below message from Ian Marshall, just minutes after sending out the October e-Newsletter.

"Hi Paul, A prompt response to your question in the October Newsletter. I own the other set of plates from Ranger, having purchased them from Collectors' Corner on the same day as Matt's father. I remember a conversation in the queue waiting for opening time, when those present shared which plates they were after - I think everyone was able to get the set they wanted! I attach a photo of the plates with a print of John Austin's 'Western Storm' painting, of Ranger at Dawlish. PS - Dad met me at Collectors Corner and the plates then travelled back from Victoria to the south coast on a 4VEP! "



To end this month's introduction, I would like to say, and I am sure that all of you will agree with me, a massive thank you to Roger Smith, for all that he has done for the Western Locomotive Association during his 16 years as Chairman (he has served as Chairman on two separate occasions). Your leadership and foresight have taken us to where we are now, and it has been a pleasure to work alongside you as Vice President. Of course, we are delighted that you will be continuing as a Working Member and in your role as one of our drivers. You are a hard act to follow, but I know whoever is elected as Chairman, will have your full support.

Thank you Roger.



In this e-Newsletter

Features in this e-Newsletter include the following:

- News from The Vice Chair.
- Annual General Meeting 2026 Notifications.
- 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 – we now have 655 trees in Whizzo Woods, a number probably exceeded by now, which is quite a coincidence as last month we exceeded 655 members.
- 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

It has been an interesting month following the news of Roger Smith stepping down as Chairman at the end of September and in my role as Vice Chairman, I have stepped up to the mark and am currently standing in as "de facto" Chairman, chairing the WLA Board Meeting on 7th October and the WLA Committee Meeting on 10th October and ensuring that it is very much "business as usual!" at the WLA. I will also be hosting the AGM on 14th November and assuming that I get re-elected at the AGM as Vice Chairman, I will continue to act in this role until a new Chairman is appointed.

The month of October of course started with the Autumn Diesel Bash at The Severn Valley and D1062 operated at this event for maybe the last time this year over the four days that it took place – although we are hoping to operate at the Winter Diesel Day on 29th December.

I am pleased to be able to report that from the start of the season until the end of the Diesel Bash, we operated D1062 for a total of 40 days across the season - not bad at all and thanks to all of the Working Members who have worked on the locomotive, carrying out the mid-season examinations (x2 "A" Examinations), servicing the locomotive before each and every outing, and of course, fixing it when it when it decided to go to the naughty step during one of our DFEs earlier in the year – our first in section failure since D1013 failed outside Bewdley some 20 years ago.

So, in summary, a VERY successful season with over 2,000 miles travelled and a nice invoice being submitted to the SVR for the service that the locomotive and crews / teams have given. Not bad for a now 63-year-old locomotive, which lasted just 11 years in BR service, being withdrawn in 1974, and passing into WLA ownership on 6th November 1976 – 50 years ago next month. How are we going to celebrate that !

The plan for D1062's Winter Maintenance Program is now being prepared, which will include a number of deferred repairs and safety critical checks. Specifically, we have identified the need to overhaul the BPLV and AV2 control pressure limiting valves and then recalibrate the system to ensure correct brake air / vacuum proportionality. Also, we will be looking at the setup of the fuel injectors, firstly at "A" end but also potentially at "B" End. Some suspension trimming is also required but no other major works. The locomotive will also go through a B2 Balanced Examination once all maintenance has been completed before a return to service in 2027.

Great progress continues on D1013 with "A" end bogie now pretty much ready for reassembly following successful NDT testing which confirmed no cracks on the bogie frames. Updates are shared in this e-Newsletter and work has already started with the replacing of the torque reaction rubbers and arms. Springs have now been sent to Owens for refurbishment (12 sets of primary springs, 6 from each bogie) with a team from the WLA attending Owens on 20th October when testing was carried out in order gather important data which will help us in the future. Work also continues on two other important areas, one being the overhaul of our Turbos, the other being a focus on the overhaul of our fuel injectors.

It is also good news to report that D1048 was moved back to Lane 3 outside the TMD during the Diesel Bash, and so after 3 months when we have not been able to access the locomotive, it is now back where we need it and review work has recommenced.

For now, I think that gives you a good update on where we are at in terms of progress, and we will provide further updates at the Western Locomotive Association's Annual General Meeting on Saturday 14th November at the Railway Museum in Kidderminster. The AGM will commence at 12.30pm and I look forward to seeing many of you on the day.

Best Regards

Paul Finch
Vice Chairman and Publicity Officer, and Acting Chairman
Western Locomotive Association

Annual General Meeting 2026 Notifications

Notice of WLA 52nd AGM 2026
14th November 2026

Kidderminster Railway Museum, Station Approach, Comberton Hill, Kidderminster, Worcs. DY10 1QX
AGM Commences: 12:30 in the Royal Star Room

The Western Locomotive Association Annual General Meeting will be held at Kidderminster Railway Museum on 14th November 2026. The venue is a short walk from Kidderminster Station. The meeting will start at 12:30 in the Royal Star Room. This will be our 52nd AGM. After formal proceedings are completed there will be a slide/film show from Keith Bullock. If anyone is interested in presenting anything else to Members and to those present after the formalities then please let the Secretary know at ian_c_clayton@yahoo.co.uk .

As a Company Limited by guarantee and a registered charity we are bound to holding an AGM every year and it is an important part of our governance where members can ensure the Association is being run properly. With the success over recent years of recruiting over double the number of Members comes the need in making sure we have as many Members as possible vote on resolutions put forward by the Board and the Committee. As part of our Articles of Association (our charity and business governing rules) we must have at least 7.5% of Members voting either face to face at the AGM or via Proxy vote to be quorum. Please come along to the AGM to hear about the running of the WLA and our successes/challenges over the course of 2026, and plans for 2027, and of course your opportunity to vote on resolutions put forward. If you cannot attend, as a minimum please can we ask you to vote on the election/re-election of Committee Officers by Proxy vote. This year we again provide a short introduction for all Committee Members standing for re-election/election so you can meet the Team, along with your Proxy Voting Forms.

Important note to all Members: in light of the news that our Chair of the WLA resigned on 30th September, please read the enclosed notice entitled "Note to Members of the WLA Regarding the Resignation of the Chair Oct 26". This note updates our Membership on how we need to take forward the permanent appointment of a new Chair onto the Management Committee (and Director onto the Board) in line with our Articles of Association. We will not be putting forward a resolution to appoint a new Chair at this year's 2026 AGM and instead will defer until the 2027 AGM.

It should also be noted we are not appointing a Sales Officer at this year's AGM. Whilst Peter Bamber has been busy handing over the role of sales to David Hewell and Paul Northcott, the Management Committee have decided to Co-Opt two new roles onto Committee to trial that of Sales Coordinator (David) and Merchandise Manager (Paul). The position of Assistant Engineering Project Coordinator was also recently co-opted onto the Management Committee with Jack Baldwin appointed.

If this overall restructure is deemed successful, we will propose an Ordinary Resolution update to our Articles of Association at next year's 2027 AGM to add these new roles and ask for nominations. It should be noted that any Member can be put forward as a nomination for any role so long as they have a proposer and seconder from our Membership and so long as the nomination is received by the Secretary no less than 60 days before the date of the AGM.

Non-members can also come along to the AGM and hear all about the running of the Association but will not be able to vote on any resolutions.

David Hewell, Paul Northcott and the Sales Team will hopefully be bringing along some of the latest sales items on the day, and our Membership Secretary will also hopefully be in attendance allowing you to renew your membership for 2026 on the day if you wish.

The Agenda for our AGM is currently as follows below.

- Apologies for absence (please forward to the Secretary by post or email ian_c_clayton@yahoo.co.uk)
- Minutes of the 2025 AGM .
- Matters arising (please forward any items including resolutions to the Secretary by email or post no later than 28 days before the meeting).
- Chairman's and Board Report by Acting Chair Paul Finch.
- Engineering updates on our 3 locomotives D1062, D1013, and D1048 (including the latest engineering assessment of the latter).
- Officer Reports.
- Ordinary Resolution of Election of Officers.
- Any other business including potential 2027 events.
- Dates of 2027 meetings and AGM.
- Close and end of formal proceedings.
- Keith Bullock slide/film shows.

We hope to see many of you at the AGM and many thanks as always for your continuing support of our Association.

Note to Members of the WLA Regarding the Resignation of Roger Smith.

On 30th September 2026 Roger Smith resigned as Chair of the Management Committee, Director and Charitable Trustee of the WLA.

The Role of the Vice Chair.
When the Chair is unavailable or resigns, the member elected as Vice Chair is required to act as Chair until the WLA is able to elect a new Chair.

The present Vice Chair, Paul Finch, chaired the meeting of the Board on 7th October and the meeting of the Management Committee on 10th October 2026 and will chair the Annual General Meeting ("AGM") on 14th November 2026.

Election of Members of the Management Committee.
The Articles of Association / AoA provides that officers of the Management Committee (including the Chair and Vice Chair) are elected by members at the AGM. [AoA Article 5.1].
A member seeking election to the Management Committee has to submit a nomination proposed and seconded by two other members. [Article 5.3].
Once elected a member of the Management Committee can stand for re-election to their elected office without the need for further nomination or seconding. [Article 5.2].

The 60 Days Period for Nomination.
Article 5.3 of the AoA requires nominations for (first time) election to an office on the Management Committee be received not less than 60 days before the AGM at which election is sought.

Roger Smith resigned on 30th September 2026, only 45 days before the AGM on 14th November 2026. There is therefore insufficient time for any member who wishes to seek election to the Management Committee for the first time or to a new post to submit a valid, proposed and seconded nomination for election at the AGM on 14th November 2026.

Paul Finch is standing for re-election in the office of Vice Chair and, if re-elected will continue to stand-in for the vacant Chair until a new Chair is elected at the 2027 AGM.

Candidates.
The Management Committee understands that there are at least three potential candidates who do or may wish to seek election as Chair and there may of course be more.

These include Paul Finch, the present Vice Chair, and two WLA members who have expressed in interest in standing for and taking on the role of Chair.

The Way Forward
In order to protect the long-term interests of the WLA, the Board and Management Committee wish to ensure a stable and informed process and period of transition following the resignation of Roger Smith.

To that end, the Management Committee intends to use the power in the AoA to co-opt potential candidates for Chair on to the Management Committee so that they have an opportunity to participate in the running of the WLA and to familiarize themselves with the role of Chair.

That will create a period of transition and preparation for transition for the candidates who stand for election as Chair (or Vice Chair) at the 2027 AGM.

'Job' Description
The existing Job Description for Chair of the Management Committee will be updated to provide a description of the role and legal responsibilities of the Chair who is also automatically appointed as a Company Director and Charitable Trustee under the AoA. [Articles 1.3, 1.4, 1.10, 5.4 and 5.5].

Members Proxy Voting Form for 2026 AGM Ordinary Resolutions of Election to the Management Committee of the Western Locomotive Association.

As per previous years, the Directors and Committee of the Western Locomotive Association are once again offering our members the facility to appoint the Chairman of the AGM as a proxy to cast their votes.

The WLA AGM will be face-to-face at Kidderminster Railway Museum on 14th November 2026 starting at 12:30 and members who are able to attend in person will be able to vote in person.

However, by continuing to offer the facility to appoint the Chairman as a proxy we aim to be fair to all Members (particularly anyone unable to attend).

Please note that members also have a legal right to appoint their own proxy to attend the AGM and speak and vote on their behalf, but we appreciate this may be impractical for individual members to arrange.

Members can use the form below to appoint the Chairman of the AGM as their proxy and indicate the votes they wish to have cast on their behalf.

We believe it shows good governance of our Charity, and it is important that all Members get the chance to vote on the election/re-election of Officers regardless of whether they can attend in person or not. Only the votes of current Members who have paid their Membership for 2026/2027 will be counted. If you have not renewed your Membership for over 12 months, please do renew your Membership before 12th November for your vote to count. Membership can be renewed online on our website https://westernlocomotives.com/membership-account/membership-levels/ or by using the Membership Form enclosed with a cheque to our Membership Secretary Paul Tucker (address on the form Membership Form). If renewing online, please remember you can now do a yearly auto-renew and you will never need to remember to renew again!!

The final vote on the Ordinary Resolution of election of Officers will be held at our AGM in Kidderminster on 14th November 2026. We hope to still see many of you at the meeting to celebrate another successful year of Western Hydraulic preservation for the WLA. We will also include an Abridged Minutes of the AGM and the results of the votes in the next Courier Magazine, our Monthly E-Newsletter, and also on our website.

Should you wish to do so, please use the forms overleaf to appoint the Chairman of the AGM as your proxy and indicate the votes you wish to be cast on your behalf for the election of Management Committee Officers.

Please write your name clearly and put a clear cross in the voting box you want to cast (i.e. cross in For, Against, or Abstention).

Note this year we continue to send documentation out by email only to those who have email addresses. For all those we don't have email addresses for we will continue to send correspondence by mail.
Note: All completed forms must be received to the Secretary Ian Clayton by 23:00 on 12th November 2026 by printing/returning by mail to The WLA Secretary, Ian Clayton, 25 Wellfield Road, Alrewas, DE13 7HB. Alternatively, you can return by taking a photo of the printed form, or scanning, and sending by email to The WLA Secretary Ian Clayton at ian_c_clayton@yahoo.co.uk.

Notification of elections of Officers will also be available direct from the Secretary and will be published in the Western Courier Magazine, monthly E-Newsletter, and on our website.

As always, from all of the WLA Committee and Directors, many thanks for your continued support of the WLA and our wonderful locomotives. It really is appreciated.

List of Candidates and Members Proxy Voting Form for Ordinary Resolution Election of Management Committee Officers of the Western Locomotive Association for 2026-2027

By completing and submitting this form, I confirm that I wish to appoint the Chairman of the AGM of the Western Locomotive Association to be held on 14th November 2026 as my proxy and to cast votes on my behalf at that meeting for the election of Officers of the Management Committee in accordance with my instructions as indicated below:

Name of Member: _____

Membership number: _____

Name and *position*	For	Against	Abstention
Vacant *Chairman*			
Paul Finch *Vice Chairman*	☐	☐	☐
Mike Targett *Treasurer*	☐	☐	☐
Ian Clayton *Company Secretary*	☐	☐	☐
Paul Tucker *Membership Secretary*	☐	☐	☐
Robin Jones *Maintenance and Standards Engineer*	☐	☐	☐
Darren Shelmerdine *Engineering Project Coordinator*	☐	☐	☐
Paul Finch *Publicity Officer*	☐	☐	☐
Vacant *Sales Officer*			
Mark Perry *Editor*	☐	☐	☐
Jonathan Sandiford *Legal Officer*	☐	☐	☐
Vacant *Charities Officer*			
Lyn Jones *Working Members Officer*	☐	☐	☐
Marty Kent *Ordinary Members Officer*	☐	☐	☐
Mike Tromans *Fundraising Officer*	☐	☐	☐

Election of Management Committee

We are pleased to introduce below the WLA Management Committee who are standing for election/re-election at our 52nd AGM on 14th November 2026. We also hope that by knowing a bit more about who we are and why we got involved in the WLA it may resonate with Members who were wanting to get more involved but not sure in what capacity. Any new Working Members are always warmly welcomed, as are Sales Stand volunteers or potential Management Committee Officers, so if you are interested please do reach out to us. You know who we are now!!

WLA Management Committee Standing for Re-election

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<td>Vice Chair and Publicity Officer – Paul Finch
Like so many of you, I spent the mid-1970s chasing Westerns around the West Country before the inevitable happened on 26th February 1977. A sad day I am sure we all remember. Living in Cheltenham at the time, the highlight of my day was the 8.30 am southbound China Clay empties – guaranteed Western, through Lansdown Road Station, before running to Cheltenham Boys Grammar School for an 8.50 start! (I was often late) University followed, plus beer, girls, then a career, family, expenditure…. and my interest in railways, although always constant, took more of a back seat. Until the summer of 2018, and Mrs Finch's question – what do you want for your birthday? I am not sure how it actually came about, but a Driver Footplate Experience with D1062 was booked. The day came; it was HOT – a 30-degree summer day. Darren was Driver in Charge and Derek was the WLA representative looking after the guests. Paula sweltered in her carriage, but what a day, my interest was re-ignited. I soon hooked up with the Sales Team and a visit to the 2019 Crewe Diesel Depot Open Day to help out with the WLA Sales Stand, and I was on board. Standing for Publicity Officer Role in 2019, against one other, was a make-or-break day! I have never looked back, I hope that I have made a difference in promoting and raising the profile of the WLA and was delighted to accept the additional role of Vice Chair when Roger Smith asked for my support - 46 years on, our Maybachs still roar!</td>
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<td>Company Secretary – Ian Clayton
As a young lad I was brought up on the railways in the 1980s often frequenting Lichfield Trent Valley signal box helping my Mum's partner pull the leavers and keep the trains moving on the West Coast Mainline. Not sure that would pass Health and Safety of today!! My Dad also took me around the country on different preserved railways. We attended the SVR Diesel Gala's, and it was at one of these I remember a wonderful sounding and looking locomotive coming on the front of the train. It was D1013 Western Ranger. I was mesmerised and it was instant love!!! The rest they say is history and I am proud and honoured to be volunteering for the WLA as Secretary since November 2016 and Director since November 2021. My paid job is working for the Environment Agency in Digital Leadership as Forecasting and Warning Systems Service Owner being responsible for the digital services that forecast, warn and inform over 6 million people at risk of flooding in England.</td>
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	**Treasurer – Mike Targett** I guess I have my dad to blame of this! My introduction to the railways were evenings spent at Shrewsbury station seeing double headed class 37s on the shiny silver bullets. Unfortunately for me class 52s on BR metals were before my time. My introduction to the class was visiting the SVR in my childhood to see D1062 in her then maroon with full yellow ends doing what she did best. The sights and sounds were certainly very impressive. Fast forward a few years and my dad ended up fully rewiring D1062 during her ten-year major overhaul between 1998 - 2008; it certainly was quite interesting assisting pulling new wiring through the loco, having a peak "behind the scenes" as it were. My contribution here did fall away I must admit, the usual focus on progressing my career, taking exams and travelling eliminated any spare time to contribute to the WLA. As time passed however I once again found myself with some spare time which would turn out to be very good timing. As an accountant I was asked whether I would be interested in becoming treasurer after my predecessor expressed an interest in stepping down. I accepted the offer as this, I thought, was the ideal role to best support the WLA. The membership voted me into the position of Treasurer at the 2019 AGM and during my term have registered the company for VAT and opened a savings account to help make the WLA's finances go as far as possible to help secure the future of our locos.
	**Engineering Project Co-ordinator – Darren Shelmerdine** It all started with that Hornby model of Western Courier, well that and a run behind Western Fusilier on the Dart Valley Railway. In the ‘80's I always borrowed my Brother's Rail Enthusiast magazines in the hunt for any news on Westerns. Having mithered my father to take me for a day trip to the SVR, we attended one of the Western Weekends and finally, a trip behind Courier. Some years later at the ‘92 Diesel Gala, I asked for a Membership Form only to be told "You can have one next week when you come down and give a hand". A conversation was struck and yes, the following week I attended Bridgnorth. The rest I suppose is history, being a Working Member ever since. My first role on the Committee was Working Members Rep, then Vice Chairman, Chairman and then on to my current position of Engineering Project Co-ordinator. Working on the WLA's locomotives is certainly in my blood and I’m proud being part of a fantastic team.
	**Maintenance and Standards Engineer – Robin Jones** I became fond of Westerns whilst train spotting at Birmingham New Street in my early teens and was intrigued by the sight, sound and smell of these dirty, battle-scarred diesel hydraulics belching out acrid fumes as they exited the London tunnel onto platform 1. There was nothing else quite like them at the time. I was already a volunteer on the SVR when the two locos arrived at Bridgnorth so asked Derek Wright if I could get involved with their preservation and the rest is history. I started my railway engineering career in 1979 qualifying as Category 4 Fitter/electrician at Bescot TMD and spent several years maintaining a plethora of diesel electric locos as well as assisting with the last BR overhaul of class 98 steam locos in Aberystwyth MPD. I later transferred to Tyseley depot in Birmingham spending most of my time in the main line shop lifting locos and DMUs before being promoted to Principal Technical Officer and helped to support the introduction of the new diesel hydraulic sprinter fleet. I also gained valuable knowledge from the old boys who had worked on the class 52s when they were new to the Birmingham area in the 1960s. After taking a few years out from the WLA to raise a family, I joined National Express Midland Metro engineering team, before returning to West Midlands Trains as Technical Support Manager maintaining the class 323 EMU fleet and resident 08 shunters. My current role within the WLA is to ensure that we maintain 1013 & 1062 in a professional manner by working to an approved exam plan which is compliant with statuary regulations governing the safe and reliable operation of our locomotives.

	**Membership Secretary – Paul Tucker** I was born in Torquay in 1958, educated at Homelands Technical School, and have spent my whole life in Torquay and Bristol. Always interested in railways (in the earliest known picture of me, I'm holding a toy engine), also most other forms of transport. Like all small children back then, raised to think "steam good, diesels bad" but soon put right by those nice "Big Red Diesels", although it did take a few years before I could pronounce "Western Viscount" correctly! I worked as a Civil Servant and am now enjoying the best part of my working life – retirement! This allows much more playtime. I've been a WLA member since fairly early on, joined the Committee in the 1990s and took over as Membership Secretary in about 2002.
	**Editor – Mark Perry** My interest in Westerns began in 1969 when my family moved to the wonderfully named Lickey End, just outside Bromsgrove. After school I would cycle up to Vigo which was about two thirds of the way up the famous Lickey Incline. It was here I saw my first Whizzo D1034 Western Dragoon. Highlight of my spotting days was getting a cab ride around Birmingham New Street in D1027 Western Lancer, which became my personal favourite. My interest was rekindled in the early 1990's when I joined the WLA and spent a short time as a working member at Bridgnorth. However, this was short lived the arrival of children curtailed most of my railway activities. There was still the odd visit to the SVR and Open Days at Laira and Bescot. Then in 2007 while at Ford, they offered every employee £200 towards a 'learning experience'. So, in the June I drove Ranger guided by the late Derek Wright. Amazingly they let me do it again the following year. I then re-joined the WLA and have been a member ever since and have tried to attend as many Diesel galas and running days as I could. The family then treated me to another driver experience day with D1062 this time. In 2020 With other commitments easing and early retirement taken I wanted to get more involved with the WLA. At this time, they were looking for an Editor for Western Courier. I volunteered and my first issue was in Spring 2021. I also started as a working member, helping with the team to keep our locomotives operational and learning the vagaries of our magnificent machines. I hope to carry on both these duties for many years to come to let others enjoy the sights and sounds that have enthralled me since those days by the side of the Lickey Bank.
	**Legal Officer – Jonathan Sandiford** My interest in railways in general and the Western Region in particular developed as a child when each summer we would make the long rail journey from Manchester to Cornwall, to see family and for a holiday. My grandfather was a gang leader working on the railway throughout Cornwall and I developed a love of the Western Region and her unique locos. I decided to volunteer with the WLA during the dark months of the Pandemic because I wanted to give something back from a legal point of view, and for a break from my day job in criminal law.

	**Working Member Officer – Lyn Jones** I grew up in Reading and got interested in buses at an early age and as I got a bit older my interest expanded to trains. We travelled around as a family on DMU's mainly. My first experience on a heritage railway was at the Mid Hants around the age of 9. I began volunteering with the WLA in 1983 and that was when I attended my first Western Weekend. I was the first woman second man on the SVR in the late 1980's. I took a break from volunteering while my children were little and have been volunteering again for the last 15 years. I did a year as Sales Officer and then a couple of years after that I became Working Members Rep.
	**Working Members Officer – Marty Kent** I guess it was all my grandfather's fault! Little did he realise what he started back possibly in 1974 when he first took me aged 4 to a layby East of Sonning Cutting to watch the trains from the safety of his car. It was these visits, though too young to take numbers, I noticed there was type of locomotive very different in appearance to the rest. Over the next few years during holidays, Sunday afternoons were spent at this location. I probably saw half the fleet, but guess will never know. Things changed as they do and it was the late 80s before I returned. I first joined the WLA in 1986 and this was when I first started to volunteer. Circumstances however changed at home with marriage, kids, a job as a coach driver, and then caring duties. I never anticipated it would be 30 years until finally I started volunteering once again in 2019 and then being elected on to Committee early 2020 as Working Members Officer. Since returning I have discovered it not just about the locomotives, it's forming friendships which has given me the opportunity to help with the sales stand. Again, this has given me the opportunity to meet members and potential members and see for myself the support for our wonderful locomotives.
	**Fundraising Officer – Mike Tromans** Mike is the newest member of the Management Committee team, having been co-opted in April 2024, subject to approval at the next AGM. Being a WLA Working Member, Mike is well known within the WLA and was previously associated with much of the preparation work to make D1048 Western Lady presentable for the SVR's Autumn Diesel Bash, held in 2023, which involved a complete repaint. Based on previous experience, Mike put forward a comprehensive list of ideas to help raise future funds for the WLA and he states "...we need to seek out tried and tested methods of fund raising whilst at the same time delving into new, innovative and maybe even unorthodox ways as we move forward with this. Using existing and developing technologies will certainly play a major part."

D1013 Western Ranger Progress Update

See Monthly News for updates from this month.

D1048 Western Lady Progress Update

Perhaps, one of the biggest events during the Bash, with a little bit of spare shunter time, D1048 Western Lady is returned to the TMD so that Assessment Work can recommence.



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

The Autum Diesel Bash – Thursday 1st October to Sunday 4th October

The sight that greeted me upon arriving at the Severn Valley Railway on Thursday 1st October at 8.00am for the start of the Autumn Diesel Bash –D1062 ready for her first service train of the day. MAGNIFICENT !





And it just got better & better.



Of course, the WLA Sales Team were ready and waiting to help you spend your cash 😊 From left to right – Peter Bamber, Paul Northcott, Dave Hewell, Mark Simmons Jenkins and “yours truly”.



Mark Taylor spotted looking for a hydraulic from the cab of his Clayton.



Sally Sheldon seen at Bridgnorth with D1062 – someone has to do the hard work – THANKS SALLY, although I am not sure how I got this photograph as I didn't travel to Bridgnorth, I think Sally may have sent it to me and so it just had to be shared.



I know they are not hydraulics, but they bring back such great memories from the 1970s.



D1062 seen again at Kidderminster after its first return service.



What more could you want in a picture – a hydraulic (D1015 Western Champion), its admirers, colour on the platform, blue skies, and a couple of “H Bombs”.



So, it was only right that the Courier joined the scene.



Celebrating 50 years of ownership by the WLA, another of Coops superb Headboards.





A Second Man's Highlights of The Gala - Pictures from Mark Perry.

I was caught on Day 1 – Thursday 1st October, doing my publicity stuff!



D1062 departs with the 9.00am service to Bridgnorth on Thursday October 1st – first run for Courier at the event.



47 80 on CS1 of Friday 2nd October.



Seen again on the Stourport Branch on the same day.



D1062 seen running into Arley on Friday 2nd October.



D1062 seen from the cab of 47 804.



D821 arrives at Hampton Loade on 3rd October for a change of crew.



D1062 under the TMD lights on 3rd October.



D8568 at Arley on 4th October.



Teddy Bear D9551 waits for its final trip back to Bridgnorth on 4th October.



Memories from WLA Member – Andrew Royle

Starting with of course D821 Greyhound…



& the DTG's D1015 Western Champion.



D1015 Western Champion again…



But now, D1062 Western Courier alongside D821 Greyhound.



& a couple of lovely night shots of Greyhound & Champion.





Working Member Lyn Jones recorded D0162 running around at Bridgnorth.







Thanks also to WLA Member Richard Morris for sharing his pictures.

Firstly, we see D1062 running past the LNER teaks at Arley on Friday 2nd October, and later at Bridgnorth.





Working Member Mark Simmons Jenkins has also submitted his memories.

Beer, Wine, Glasses, Mugs and Coasters…. (Not sure how “Deltic” got in there!)



The last contribution, again from the Footplate, and of course, from Roger Smith.

A Kidderminster departure….



Passing at “Duff” at Arley



A Classic View, Classic Darren.



Instructions or Education – to be determined.



And to end the Diesel Bash from Roger's perspective…



And another one from Sally, titled "Right Time, Right Place".



Saturday 4th October

Behind the scenes, during the Autumn Diesel Bash, in the TMD… today's output, thanks Alan Berck May.



Thursday 8th October

A team were busy helping Coop oil piston heads ahead of storage.





Saturday 10th October – Management Committee Meeting

Although the Committee Meeting was held in the afternoon, lots was happening in the TMD in the morning and whilst the Committee Meeting was in progress.

Sally busy scraping air cylinders prior to applying red oxide and paint.



Something doesn't look right with that paint!



Definitely something wrong here 😟



This is what it should look like – before…



& after…



The same result on bogie parts too…



I am sure that there is a word to describe a collection of roof panels…



Progress being made on D1013’s Roof panels.



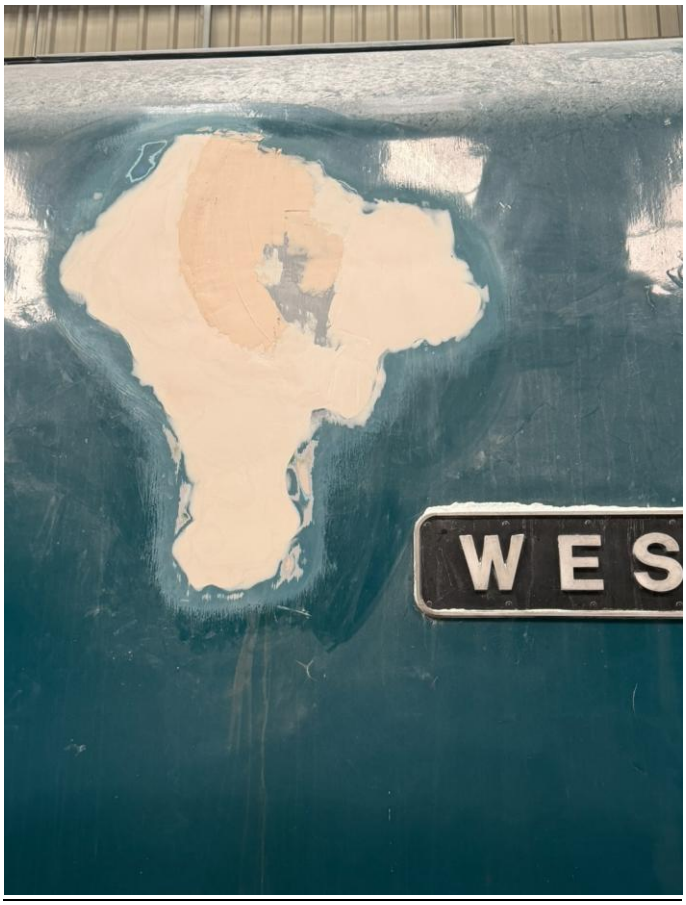
The Intermediate Drive ready to be returned to the bogie.



And the bogie, awaiting the return of the Intermediate Drive.



Paintwork is still “Work in Progress.”





The bogie shafts ready to be moved out to the containers, prior to being collected and sent away for refurbishment.



Cardan shafts later awaiting collection and before being covered in protective tarpaulin.



Wednesday 14th October

Another roof panel in the process of being removed from D1013.



Phil Hiscocks was busy with the last of the scaping of 6 spring boxes – after which red oxide was applied deep into the really awkward areas. Chassis black was then applied – but only to the inside of the spring boxes in readiness for the refitting of the springs upon their return from Owens.





What made the job slightly easier was this piece of equipment available from Screwfix – perfect for reaching those distant and awkward corners.

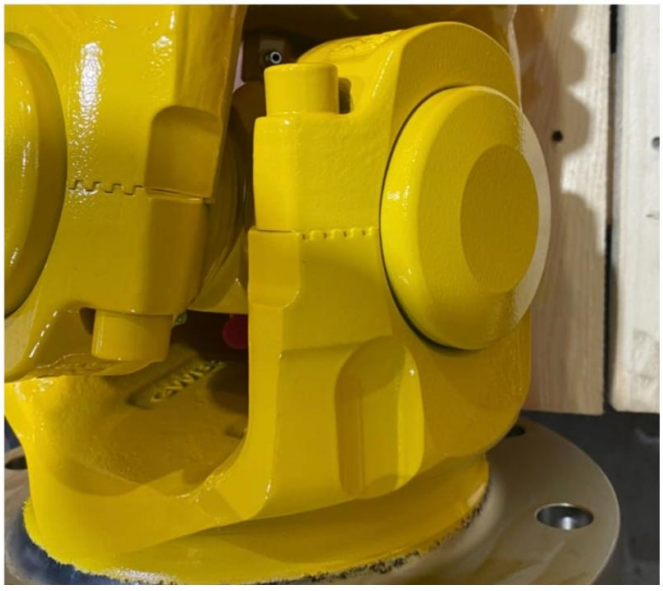


Saturday 17th October

It is always a good day when new equipment is delivered, and today it was the new bogie cardan shafts, delivered to the Kidderminster Carriage Works before being transferred for secure storage in the containers.







Wednesday 21st October

Courier was checked over today – batteries charged and both engines primed and barred over. Cooler group drains and exhaust drains were all checked – at "A" end, the second man's cooler group drains were blocked and so cleaned out. The exhaust drain was also blocked and cleaned out. Thanks to Mark, Neil and Bobby.

Brake block holders were removed from the second man's side of "A" bogie (rear of front axle and front of rear axle) in order to make cleaning easier and to allow access to the main arms and frame behind. Following cleaning, areas were primed. Thanks Paul N.

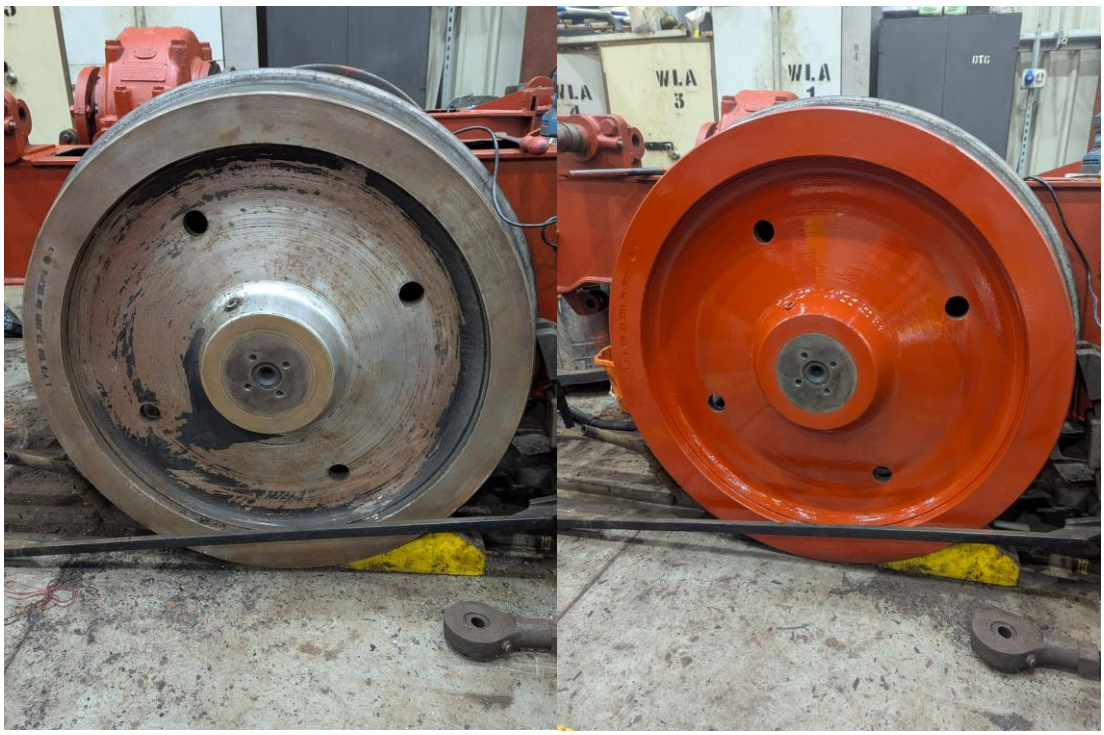






Saturday 24th October

Further progress made on D1013's "A" bogie, in this case, the progress is fairly self-explanatory! In Sally's words – "I have started to strip and paint the bogie wheels today, 1 down, 5 to go!"



Cardan shafts also moved around today – scrap ones moved out, new ones safely stored, other moved to the TMD for installation – a great team effort by Graham, Tony, Bobby, Coops, Roland and the SVR Team.

A nice hydraulic scene outside of the TMD recorded.



Friday 30th October

An unexpected delivery today, the return from the South Devon Railway of a Class 52 wheelset that was sent south a few years ago in order to obtain a quote for re-tyring as part of our original plan to apply for Lottery funding for Ranger's bogie overhaul, an option that we decided not to pursue. An added bonus, the wheelset passed an ad-hoc UAT exam whilst on holiday in Devon and so a useful set maybe for the future.

Saturday 31st October

A full report from the last Saturday of the month will be included at the start of next month's e-Newsletter, as "Halloween Happenings" at the TMD and the appearance of a certain M Myers kept people rather preoccupied. Or was it Friday 13th !!!!



Western Courier – Issue 1026, Winter 1986

D1062's visit to Landore Open Day – Part 2 - By Tony Wilmore

So there we were, with D1062 looking very much at home under the arc lights (D1062 was allocated to Landore during the 1960s – from 03/64 to 04/66 and from 11/68 to 10/71 – when not allocated to Landore D1062 was allocated to Laira until withdrawn in 08/74, apart from initial allocations to Old Oak Common from 05/63 and Cardiff Canton from 06/63) and the news that our return working to Kidderminster would be arranged in the morning, we all went to the local chippy, came back and took loads of photos and then settled down to an uncomfortable night in the First Aid Room, except for Robin who attempted to sleep in "B" end cab with little success. Why were we in the First Aid Room? Nowhere else to go, that's why! We didn't know that we were going to be homeless for the night (we should have been at Hereford with 6960's support coach) and so no accommodation had been arranged.

Friday morning dawned bright and cold and the first job of the day was to visit the wonderful Mo's Café for a mega breakfast, lovely. Robin returned to the depot while Robert, Julian and myself went off in search of kipping accommodation. Back at the depot, Ian Jackson had arrived and preparations for Saturday's Open Day were well underway with all the floors and platforms being steam cleaned. We gave D1062 a thorough clean up inside and it was positioned in the Servicing Shed with the other exhibition locos – 50 007 Sir Edward Elgar (Hercules), 47 600 Saint David / Dewi Sant and the prototype HST Power Car 41 001. None of them had a patch on our machine. With all the jobs completed, it was loco washing time again, not D1062 this time but all of the other locomotives that had arrived. An extra strong mixture of Exmover and diesel oil soon had a filthy 37 180 and 25 131 looking fairly respectable again, and al in about 5 minutes per loco. They wouldn't let is clean 50 007 because the lethal mixture being used would have stripped the green pain off, shame. With 37 180 suspended on the jacks and 5051 unpronounceable Castle simmering outside the shed, it was time for some more night-time photographs before going off to the dossing palace for the night. Arrangements for the return working were being finalised, we were told.

Saturday dawned cold and cloudy. We stopped to watch Ratbag Hall leave Swansea on the first Camarthen trip of the day while walking to the depot. The depot was full of people (including Steve Boon who had arrived at some unearthly hour of the morning) by the time we arrived and the rest of the Open Day passed without incident, except that Nick Townsend arrived in the morning and it rained in the afternoon. What seemed like hundreds of people visited D1062's cabs, some even tried cracking their heads open in the engine room. Many rubbings were taken of the fibre glass name plates (!) and the few Membership Forms and Prospectuses that were available had all gone by 11.00 o'clock, having been given away by Juian Ogle who did an absolutely superb PR job during the day.

Things started to cool down at about 16.30 and a quick check around D1062 showed that the only damage was yet another broken door lock. Robert and Robin went home and another visit to the chippy was followed by still more photographs and another night's well-earned sleep.

Sunday, the day of rest, but not for us. Another viewing of 6960 leaving on the first Camarthen trip of the day followed by the hike to Landore where D1062 awaited us. Arrangements were made with the Depot Foreman to allow us to use the servicing pits (positively luxurious compared with Bridgnorth, illuminated, dry and long enough for the whole loco to go on) so a thorough greasing and general check around was undertaken. The loco was moved onto the steam cleaning pit road on Sunday afternoon and there it sat , baking in the sunshine. No news of our return working to Kidderminster.

We left D1062 at the depot (we couldn't exactly take it with us!), Julian went home and the rest of us hitched a ride on a Class 47 to Swansea High Street Station and went for a quick steam bash to Camarthen behind 5051 Trackslewing Castle to kill some time, this loco having taken over from 6960 for the very last trip. It was at Swansea Station that we met our SVR colleagues for the first time since Thursday, 6960 having been serviced at the carriage sidings during its stay. "When are you going back?" they asked, "err, don't know, wish I did" was the reply.

On returning to the depot, we were told that our return working was likely to be Monday morning, so after yet more photographs, we settled down to another night in the First Aid Room having left instructions with the Depot Foreman to wake us should there be any developments.

Arising at about 7 o'clock, I wandered around to the Foreman's Office. "Any news?" I enquired. "Not that I know of!" was the reply. It was about this time we realised hat although BR wanted us to be at Landore, they really had no intention of sending us back until they were ready. Formidable obstacles relating to special movements suddenly appeared from nowhere, obstacles that were nowhere to be seen on the outward trip. The Area Maintenance Engineer arrived, and his office was promptly besieged by the assembled D1062 support crew. Many phone calls to Swindon Control eventually tracked down someone who seemed to know what was supposed to be happening, although he accepted that no arrangements had been made at all to return us to Kidderminster. I won't go into too much detail suffice to say that just about everyone in the Movements Department and the CN&EE's Department on Western Region knew that D0162 was at Landore and we wanted to go home. Things were looking so grim, in fact, that there was more than a possibility that we would have to leave the loco at Landore and return without it, BR arranging for a Traction Inspector to ride with it when it did eventually return. To save time, we were all issued with train tickets should this course of action have to be taken.

Eventually, a free crew was tracked down at Margam, and a van was sent to collect them. I phoned the SVR and told them that we would be a bit late (6960 had already arrived back at Bridgnorth!) but we would definitely be there sometime. 37 176 was hooked onto D1062 and a brake test carried out, all was well. D1062 and Support Crew (Ian Jackson, Steve Boon, Nick Townsend and myself) left Landore at just after 4 o'clock and had an uneventful trip to Cardiff where there was a brief pause alongside Canton TMD to take on a pilotman for the road to Gloucester and to have a quick check around outside to make sure there was nothing abnormally warm or about to fall off. A brief pause in the centre road at Cardiff brought a few puzzled looks and admiring glances during the evening rush hour. Past the now abandoned Ebbw Junction Depot and through Newport we went, crossing over the fast line on the Bishton Flyover between Newport and Severn Tunnel Junction.

Gloucester was reached just before 7 o'clock and the spotters were out in force. After rolling sedately through the station, we stopped at Horton Road Junction and set back into the depot, the first Class 52 there for many a year. We bade farewell to the Margam crew as they left in search of a ride back to South Wales, although they did leave us 37 176. Darkness fell during our 80-minute stay at Gloucester, during which time, another few portions of chips were consumed and the many spotters that had been around the station tried to "bunk" around the depot without much success. A Bescot crew boarded the 37 and we set out onto the mainline. After waiting at Barnwood Junction for another 20 minutes, we joined the line to Cheltenham behind an all stations DMU, giving a continuous string of yellow signals. North of Cheltenham, we were signalled into a passing loop and then straight out at the other end for some obscure reason. A short pause on the station avoiding line at Worcester was followed by some of the best Class 37 driving I have ever experienced, all the way through Droitwich to Kidderminster. The Watchman pre-heater at "B" end had been switched on at Gloucester so the engine was started for the trip up the very dark Severn Valley Railway to Bridgnorth, Mr Rees was at the controls. Unfortunately, D1062 didn't want to cooperate, and it was some time before we actually left Kidderminster, arriving back at Bridgnorth at just after midnight.

So ended a truly wonderful, if very frustrating five days. Thanks must go to all of the support crew – Rob Andrews, Robin Jones, Julian Ogle, Steve Boon, Ian Jackson and Nick Townsend for their unstinting dedication to duty; to the Area Maintenance Engineer at Swansea for all of his help in getting us out of South Wales; to all of the boys at Landore for their help and genuine interest while we were there; and to Messrs Draper and Rees at the Severn Valley Railway for arranging the whole thing, without them it never would have happened. Deepest sympathy goes to Malcolm Tirel who could not get the time off work to come with us.

Two days later, "A" end engine is found to have a badly leaking liner, so no Western Weekend. Oh well, these things happen, they told us at Landore. D1053 Western Patriarch and others were withdrawn from traffic because of this fault. Having heard the stories of Class 52 problems from the staff at Landore, it gave us great confidence quite honestly. They had problems with them, the same problems that we have, so we can't be doing too badly. Next time, if there is a next time, we will take D1013 as well!

Sales Team Update

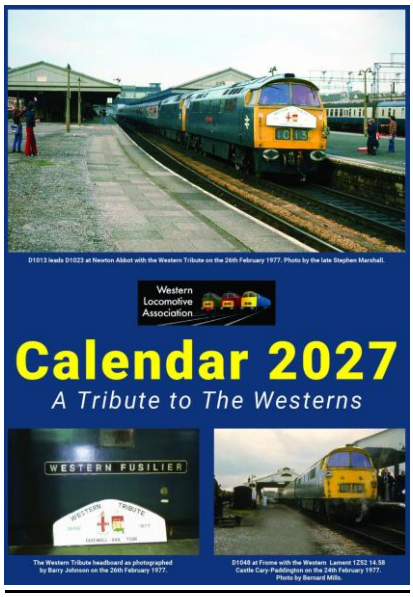
Well, it's time for my last Sales Team Update as Sales Officer and I want to start by saying thank-you to everyone who has helped over the last nine years. We have developed sales on from the solid foundation laid by John Kite and the team are now set to continue with great results as we prepare to enter 2027 which could be our best year yet.

The Fiftieth Anniversaries of the last few Western railtours in late 1976 are already being celebrated and the sound will reach a crescendo on 26th February with Western Tribute.

We have already launched a range of Tribute merchandise with several items selling out at the Autumn Gala but fear not, stocks will be replenished in time for the AGM so bring your wallets along for some exercise. WLA calendars will also be available along with Tribute badges and pint glasses plus something to fill them with.

& just a quick apology, our supplier has had some software issues with the complex printing for the Tribute branded Tee Shirts causing a few delays, but the issues have now been sorted, and they are "in the post."







Whizzo Woods

At the end of October, we have an incredible **668 trees** in Whizzo Woods, and during the month passed the magic **655 trees** in Whizzo Woods, an increase of **36 trees** over last month – but we still have a long way to go to achieve **1,000 trees**. We are going to get there, and we will be even more **"enterprising"** over the coming months with our initiatives! A prize for the purchaser of the 1,000th tree has already been agreed.

Of course, the number **655** is associated by many with the Bristol Siddeley **Maybach MD655** engine made under license for the "Westerns", an example seen here at Swindon Works on test, almost 52 years ago.





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

We reported last month that membership had reached **655 members**, the number is grown further to 679!

We have already mentioned that our target for 2026 was 660 members – so 1,000 here we come!

I will say again how proud we are of this growth, as back in 2020, our membership stood at just 243 members, so our growth has been quite spectacular.

Our strategy in offering a more flexible approach to membership in both payment and membership types, has been so successful. Over the last few years members have been able to join online through the WLA website, with memberships automatically renewed (if desired) using credit card payments via Stripe. The WLA has also introduced Gift Membership, allowing members to purchase a membership for a friend or family member as a special present. And, in an effort to encourage more younger members to get involved, Junior Membership is available for just £1.00 for anyone under the age of 18.

Growing the membership is vital to the future success of the WLA. As well as generating valuable subscription income, a larger membership provides greater opportunities for shop purchases, donations, Gift Aid and, importantly, hands-on help from an increasing number of working members.

And there's no time to relax! According to the WLA Business Plan, the membership target for 2027 is 700 members although I think it may be time to review this target and especially as 2027 marks 50 years since the last Westerns were in British Rail service — so there's plenty of opportunity for good publicity and plenty of reasons to be part of the WLA!

If you know someone who you think would like to become a WLA member, please share this address with them: https://westernlocomotives.com/membership-account/membership-levels/

Thank you for your continued support — and here's to reaching 700 and above, and onwards to 1,000.

Just as a reminder, 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

Please all 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.

And of course, 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

No new publications to report on this month.

Media Coverage

Rail Express – November 2026

David Russell

Class 58 preservation disappointment

New preservation project abandoned and No. 58016 is sold

PLANS to save No. 58048 for preservation have had to be shelved following the withdrawal of the locomotive from sale.

'Project 58048' was set up by several individuals, primarily from the Class 58 Locomotive Group, following discussions with the locomotive's owner earlier in the year. Some £45,000 had been committed to the project when it was advised on September 20 that the '58' was no longer available for purchase. All contributions are being returned, and *Rail Express* understands that No. 58048, which is located at the Battlefield Line where it has had work undertaken on it by Heritage Transport Restoration & Supplies (HTRS), has been acquired by a new owner who is planning to put it into commercial use.

The collapse of 'Project 58048' comes after the sale of No. 58016 to Ed Stevenson. Although many regarded the '58' as being owned by the Class 58 Locomotive Group, the group only had a shareholding of 20% and was part of a consortium; the remaining 80% belonged to four individuals, all of whom are involved in railway preservation. Its sale was brought about by several factors, including the inability to undertake working parties to progress the restoration following UK Rail Leasing's growth at Leicester, allied with wheelset problems and a lack of road access.

The recent news comes less than a year after No. 58050 *Toton Traction Depot* was de-designated for preservation following discovery of asbestos in the Class 58 fleet which, due to EU REACH Regulations, prevented it from repatriated from Spain. Consequently, DB Cargo UK instructed a specialist and approved third party contractor to dispose of the locomotive in its entirety.

Separate to the developments involving Nos. 58016/048, Mainline blue liveried No. 58023, which arrived at the East Lancashire Railway back in June, is expected to remain on the line until next year. It took part in the line's autumn diesel gala on September 18-20.



Class 26 No. 26043 passes Bilsden on the Epping Ongar Railway working 2O86 10.55 North Weald to Ongar during the railway's recent diesel gala on September 25. JOSHUA LEUTY

IN BRIEF

SECOND 'CHOPPER' FOR CHURNET VALLEY

IN late September, the Churnet Valley Railway took delivery of former Harry Needle Railroad Company No. 20904 from Nemesis Rail, Burton where it had been stored since 2011. Once a candidate for a return to main line use with HNRC, the locomotive, previously No. 20041 prior to being converted for use on Hunslet-Barclay weedkilling trains in the late 1980s, last saw active use around 20 years ago.

AVON VALLEY '31' MOVEMENTS

HAVING undergone repairs and seen use at the Dean Forest Railway diesel gala on September 12/13, Suburban Preservation's No. 31130 returned to its Avon Valley Railway base later in the month. Heading the opposite direction at the same time was No. 5518 (31101), which was stopped earlier this year and has been moved to the Dean Forest Railway for work on its overhaul to be carried out.

WENSLEYDALE 'RETURN TO REDMIRE' PROGRESS

ON September 26, the Wensleydale Railway ran its first train west of Leyburn for over six years, when No. 142018 operated a special train as far as Wensley crossing (around half-way between the current line limit of Leyburn and Redmire) for members and shareholders. The railway is aiming to restore services to Redmire by 2028.

WLA CHANGES

THE Western Locomotive Association is seeking a new Chairman following the resignation of Roger Smith at the end of September after his own business was placed in voluntary liquidation. He had been Chairman for a combined period of 16 years and was owner of No. D1013 *Western Ranger* between 1995 and 2004, when it passed into WLA ownership.

The WLA has recently appointed one of its youngest volunteers, Jack Baldwin, as Assistance Engineering Coordinator. An apprentice with West Midlands Trains, he led the Severn Valley Railway 'Hydroshunter' project.

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COACH NEWS

G-WR MK.1 ADDITION

STORED at Carnforth since its previous owners (the GWR Preservation Group) went into liquidation in 2021, Mk.1 TSO No. 3961 has become a resident at the Gloucestershire-Warwickshire Railway, where it is to be restored.

SEVERN VALLEY MK.1s VISIT MARYLEBONE

TWO Mk.1 coaches belonging to the Severn Valley Railway returned to the main line for the first time in over 35 years during September, when they were hired as part of a weekend filming shoot which took place at Marylebone. RBR No. 1682 and CK No. 16169 were collected from Kidderminster by Nos. 37669/706 on September 11 and, along with two West Coast Railways Mk.1 vehicles (TSO No. 4994 and BSK No. 35322) were taken to Marylebone, returning to the Severn Valley Railway three days later.

IRISH MK.2B TO TELFORD

REPATRIATED back to the mainland in 2004 after 24 years in Northern Ireland, former Mk.2b FK No. 13508, latterly Norther Ireland Railways TSO No. 924, has been sold by Locomotive Services and moved from Peak Rail, where it was stored, to the Telford Steam Railway. When returned from Northern Ireland, the coach was planned to be overhauled for use as part of the Railfilms charter train, and although its Irish gauge bogies were replaced and some overhaul work was carried out at various sites, its refurbishment was never completed.

Also now at Telford is Mk.2 SO No. 5238. A former resident at Carnforth, it spent the last two years in storage at RSS' yard at Wishaw, and to be restored for use as a dining car.

Severn Valley Railway News – Running Dates & Events

Our next operating day will hopefully be at The Severn Valley Railway Winter Diesel Day on Tuesday 29th December.



What to expect at the Winter Diesel Day?

The event will feature locomotives operating a busy timetable between Kidderminster and Bridgnorth.
Our heritage carriages will be steam heated and the engines are sure to be working hard!
Ride behind every locomotive, visit The Engine House at Highley to break your day, and sample the finest real ales in our pubs.
Perfect for those young and old, experience the Severn Valley at its loudest!
Station gift shops, cafes and kiosks will be open selling food and drinks, and The Engine House is open from 10.45am-4.30pm (last entry 4.00pm).

Great news: Deltic 55009 will be joining us for the Diesel Day as a guest locomotive, with thanks to Rail Adventure and the Deltic Preservation Society.

Member's Forum & Gallery

"Memories"

We continue this month to share the memories from Chris Satchwell – they truly do take you back in time and have NEVER been seen before. Below is the second batch, with still more to come in the next few months. We start with a selection of locomotives recorded at Old Oak Common in May and September 1975, starting with D1070 Western Renown in May 1975.



D1051 Western Ambassador also in May 1975.



D1049 Western Monarch in September 1975, all of the next pictures also taken in September



D1067 Western Druid



D1049 Western Monarch plus Hymeks and a Brush 4.



D1027 Western Lancer



D1027 Western Lancer again.



D1040 Western Queen



D1040 Western Queen again.



D1011 Western Thunderer, with 31 273



We end with D1065 Western Consort at Paddington in September 1975.



More to follow next month when Chris visits Swindon and Bristol, as a taster here is D1070 Western Gauntlet at Swindon, again in September 1975.



We are delighted to welcome back Graham Breakwell as a Working Member. Graham was active with the WLA in our early days of preservation and especially when we arrived at Kidderminster in 1978. He has shared these wonderful memories, starting with both locomotives in the long-gone siding at Bridgnorth in 1978/79 – his son Jason standing in the door.



D1041 Western Prince is seen at Crewe Works open day on 4th July 1987.



A very grainy black and white from Graham's school days when pictures were self-developed and printed in the school lab! A VERY SPECIAL photo of D1039 Western King arriving at Shrewsbury sheds, sometime in 1963 with 5991 Gresham Hall alongside. Westerns made a daily appearance around then, working West Country to Northwest England expresses as far as Shrewsbury.



Name that train crew ! Early 1980s and the guess is Derek Wright in the door and Graham Gant in the window.



Most probably a Gala Day in those early days, with D4 as the visiting locomotive.



A close up shot of Jason, in the cab this time.



Young enthusiasts are seen at Arley as Class 52 meets Class 55.



And again, but from the cab this time.



Hinton Manor & D1062 may have crossed paths in Shrewsbury in the 60s, seen here at Bridgnorth in the 70s.



Probably 1983 & 21st birthday celebrations. The location is near Bewdley Safari Park where we were brought to a halt - an animal on the loose! No sign of the animal, but an opportunity to get down onto the track.



Again, at Bewdley and celebrations in progress.



And to end, D1013 making a trademark departure from Bridgnorth with the second man in the doorway enjoying the experience.



Closing Notes and Book Ends

A classic shot at the Autumn Diesel Bash of a whole cast of characters & gentlemen – Mark Simmons Jenkins, Dave Hewell and a Gnome 😊 Are you able to identify which is which.



And a spot of historical trivia shared this month – **"Today in History – Saturday 2nd October"**. By Steve Bielby.

50 years ago today, I visited Swindon Works with my late Grandad. It was Saturday 2nd October 1976.

1003, 1006, 1011, 1012, 1016, 1021, 1025, 1031, 1034, 1037, 1043, 1046, 1049, 1057, 1062, 1063, 1064, 1069.

1040 and 1067 were cabs only.

Plus, numerous Class 24 & 25's.

D821, D7029 and D1062 around the turntable.

D1023 at Gloucester Shed.

D1022 seen at Swindon on a football special.

Had first ride on an HST – Swindon to Bristol Temple Meads. Set 253005 – brand new.

How time flies.

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 December

https://westernlocomotives.com/

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