

Vintage Carriages Trust

The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776

VCT MEMBERS' UP-DATE: JANUARY 1990

Subscriptions.....Annual Renewal:

If you pay an Annual Subscription to the Trust, you should find a Renewal notice enclosed - we should be grateful for your early attention to this. We would take the opportunity of mentioning that the Annual Subscription is kept as low as is possible; if you are in the happy position of being able to add a donation to your Subscription, this would be much appreciated.

We would also commend to your attention the advantage to the Trust if you pay United Kingdom Income Tax and would like to Covenant your payment of Subscriptions and/or Donations. There are no complications - we do the work and the Trust benefits by reclaiming the Income Tax you have already paid; there is no extra cost to you. Your only commitment is for a minimum of four consecutive annual payments; to ease the administrative load, we would ask for a minimum of five pounds per year, please (obviously, more should you like,) and for payment to be made by Bankers' Standing Order. If you would like further information on this, please tick the box on the enclosed form and return to our Treasurer, Trevor England, as soon as possible - please don't send any money at this stage.

If you already pay by Standing Order (or if you have already paid for this year), there should be no Subscription Reminder enclosed - our apologies if this isn't so, in which case please ignore it. Thank you for your continued support to the Trust.

The main item for this "Up-Date" has got to be:

Ingrow Railway Carriage Museum

After a spell of relative inactivity, brought on by the weather, by the Christmas season, and (in some cases) by 'flu, there's a great deal going on just at present. Perhaps the most important item just now is Gingerbread Clough. Despite the pleasant name, this is a rather unattractive stream - at least where it flows under the Railway and then into Messrs Haggas' property right at the far end of Ingrow Yard. Following a decision of the Railway's Finance Committee, and with the active involvement of the Bradford Image workers and our own Paul Whitfield (and with a financial contribution from this Trust), work is now in progress to culvert this where it crosses the Railway's land, just behind our Museum building. From our point of view, the importance of this is that a great deal of spoil can then be levelled on top of this culvert, so allowing the remainder of the spoil heap at present in front of our Museum building to be removed. This will allow this area to be converted into a level and pleasant area, allowing car parking and (especially important) allowing people to walk from Ingrow West Station to the Museum without having to tackle the present "assault course."

The walkway beside the Museum building is now complete, and looking very fine. On the second day of this year (decade, even), the "City of Wells" Owners' Syndicate hired a road crane to lift the "Dolphin" wagon from the isolated length of track between our Museum and the Worth Valley main line on to the main line. This wagon will shortly be used to carry "City of Wells" boiler when it removed from that locomotive's frames for its ten-year inspection. The opportunity was taken to lift on to the main line also the tender chassis of Tony Cox's Lancashire & Yorkshire Railway 0-6-0 locomotive 957 (later that day, the tender body itself also was moved from Ingrow Yard on to the chassis); and also the former "Esso" tanker wagon

Member of: Association of Independent Museums, Transport Trust,
Association of Railway Preservation Societies,
Yorkshire and Humberside Museums Council,
Yorkshire and Humberside Tourist Board.

No. 1854 (of which more below). Since that day, this length of isolated track has been removed - with the exception of the buffer stop, which will follow shortly. The result is a very considerable improvement to the tidiness of this part of the site, which will become fully apparent after final levelling has occurred and after grass has "greened" the overall appearance.

This coming weekend, the Railway's Civil Gang will again be at work at Ingrow - this time to slew the connecting track so that we can put stock on to the other of the two tracks inside the Museum. Again, our sincere thanks to the Civil Gang for this very major assistance. (It was hoped to put a turnout here immediately, without having to slew the track; unfortunately, the relevant track components are still in use at Oxenhope and won't be taken out from there until Easter).

Having access to the second road in the Museum will mean that we can get the rest of our coaches into position and can work towards their "museum" display and interpretation. Frank Wood (as recently featured in a very pleasant article in the "Keighley Target", together with Michael and Jackie Cope, Bill Black and the Manchester Sheffield & Lincolnshire Railway coach) doubtless will be looking forward to getting them into as clean and presentable order as he has achieved with the coaches already in position - many thanks for this, Frank. We will then be able to put out the "OPEN" sign and (especially after the spoil heap is greatly reduced) welcome our visitors. For the purpose we will of course need to staff the Museum; if you are interested in helping here, as frequently or as infrequently as you like, would you please contact Michael Cope (c/o the Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ) as soon as is possible? (Incidentally, contrary to what was said in the previous issue of this "Members' Up-Date", Michael has not taken up formal employment by the Trust (which would have been at a very modest hourly rate!); his part-time work elsewhere continues, which avoids one or two problems, not the least of which are the "Restart" interviews!)

All Members, and in particular those who have so kindly donated towards the "Chatham Bogie" appeal, will be pleased to hear that we have obtained a Grant from the Fund for the Preservation of Technological & Scientific Material (administered from the Science Museum) towards this project, being 50 per cent of the net cost - this will help very considerably, and we are delighted to receive this support. (It was of course this Fund that was of such great assistance towards the restoration of "Bellerophon"). The Fund also is supporting in a like manner the necessary repainting of the "Esso" oil tanker wagon No. 1854. This is the tank wagon that has been resident at Ingrow for a great many years; as part of the overall improvement of the Ingrow Yard area, ownership of this vehicle has been transferred from the Worth Valley Railway to the Trust - at the token price of one penny. Once repainted, it will be a useful contribution to the overall scene at Ingrow. Again, we are very grateful to the Science Museum for this much-appreciated support from the Fund.

We have also very recently received our Grant from the English Tourist Board, in the shape of a £14000 cheque. We are very grateful to the English Tourist Board (and to the Yorkshire & Humberside Tourist Board, as the initiators of this ETB support) for this major assistance; without this, and other sums received from the Museums & Galleries Commission and from the City of Bradford Metropolitan Council, the overall project could not have been possible. Our sincere thanks to these bodies, and to all others, including of course the many individuals, who have helped towards the final completion of the Ingrow Railway Carriage Museum building. More formal thanks will of course be made elsewhere - in particular at the Official Opening; the date for this is as yet unknown (but is likely to be after we fully open to visitors).