

VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776. Registered Museum No. 1202.

MEMBERS' UP-DATE: APRIL 1992

You will see from the letter enclosed with this "Up-Date" that (at last!) we are able to Officially Open the Museum; this being on Saturday 6th June - your letter of invitation gives further details. We are delighted that the (by then) Lord Mayor of Bradford, Councillor Barry Thorne (who lives in Keighley and who is very active in tourism matters and anything to do with the regeneration of Bradford in general and Keighley in particular) all being well will be able to carry out this duty as one of the first of his Year of Office. We are also delighted that Councillor Thorne will be able to "Open" the work done by the Railway in Ingrow Station Yard at the same time; especially as both the Trust (for the Museum) and the Railway (for the Yard) have received very real and much-appreciated financial assistance from Bradford Metropolitan Council.

If you are able to be present on 6th June, we look forward to seeing you at Ingrow. This is when the Lord Mayor of Bradford meets our locomotive "Lord Mayor" in the Museum!

This Opening Ceremony comes some six years since we started the "Ingrow Shed" project, and now rather more than two years since we admitted the first paying customers to the "Ingrow Railway Carriage Museum". The Trust is greatly indebted to the many people who donated money towards this project, or who made loans available so that we could go ahead as successfully as in the event we have managed. There are several outstanding loans from individual lenders which the Trust has yet to repay, against an agreed timetable. However, the demonstrated success of the Museum, with the continuing good success of the Trust's two Shops, mean that the present and future financial outlook for the Trust is a reasonably happy one.

In the light of the above, with at the time of writing several items of the Trust's rolling stock away from our Museum building (against which must be set the "North Eastern Saloon", currently "guesting" at Ingrow), and with most importantly Grant money likely to be available in the Keighley area over the next few years: the Trust has decided to make every endeavour to extend the Museum, with a projected start date some time in 1994.

The reasons for this decision are threefold. Firstly, the just-mentioned need to get under cover as much as we possibly can of our Collection. At present, our South Eastern & Chatham Railway coach, our Midland Railway coach, the First Class Metropolitan Railway coach, the Midland Railway oil tank wagon, the Esso oil tank wagon, and the Scammell "mechanical horse" are all away from the building. We

urgently need more covered space so that at least the majority of these items can come into our Museum building. secondly: we are desperate for storage space and for a small workshop to include at least a bench and basic woodworking facilities. Thirdly: we need to build on our success in attracting (and satisfying) our visitors by extending and making even more interesting that which we show them. So: the planned extension.

This planned extension has two components. The first is to extend the full width of the building towards Keighley, which will give just over two hundred feet of extra rail accommodation. The second is to provide a "mono span extension" (in other words, a properly-planned lean-to) the full length of the building on the side away from the Railway on the narrow strip of land abutting to Messrs Haggas' mill. The first is a fairly obvious extension, which however was not thought possible until quite recently due to the presence of a rather large settling tank being part of the Keighley High Level Sewer immediately behind our building - however, details recently to hand show that almost certainly this tank lies parallel to the Railway (and not as earlier thought at right angles to it). Subject to final checking, it looks highly likely that this tank is in fact not in the way at all and that the building can readily be extended past it as far as Gingerbread Clough - the small culverted stream almost on the boundary towards Keighley. The "mono span extension" is almost as important, mainly because at the moment we have absolutely no storage accommodation. This side extension would provide just this, and also space for a bench and basic workshop; again, we have found that we desperately need this basic facility. Also, we would have a much-improved entrance lobby, with rather better sales display than we have at the moment; and we would take the opportunity to have proper built toilets, to replace the present modular unit.

Obviously, this will cost money - probably not as much as the present building did, but a very significant sum nevertheless. We have made a provisional application for Grant assistance under the "City Challenge" programme and are hopeful that Bradford will be successful in its present application under this heading. If this isn't the case, it is quite possible that we could be given the privilege of Grant Assistance under another heading: BUT: we will have to raise significant funding ourselves. Hence the request on the "Reply Slip" which should be enclosed. Could you please carefully consider if you will be able to offer financial assistance towards this project - by donation, or by a loan (and without commitment at this stage). Please note that we are looking towards a 1994 start; so please don't send any money just yet! If you can possibly help, could you please let us know as soon as is possible - we look forward to receiving your "reply slip".

"Bitter-Sweet" is perhaps a fair description of some aspects of the recent progress of the Trust. Very real progress has been made - but we have enjoyed perhaps more than our fair share of frustration and disappointment in recent weeks.

"Sir Berkeley" is an example of this, in that this interesting little locomotive is now very nearly ready for a spell of productive use at Scunthorpe Steelworks, in a similar way to that in which "Bellerophon" operated last year. "Very nearly" is however the operative phrase: the injectors have given continuing problems, resulting in the need to purchase a new one of the two, with consequent delay to "Sir Berkeley"'s intended departure to Scunthorpe. Also one unexpectedly leaking tube has been followed by a second one, again involving delay whilst the offending tube (and now those surrounding it) is again expanded into position, to be followed by the very necessary steam test.... Anyway, subject to dealing with these and a few other, minor, "final details" at least the locomotive should be on its way fairly soon, and we look forward to a successful spell of duty for "Sir Berkeley" at Scunthorpe.

It is highly likely that VCT Members will again be invited over to Scunthorpe during the Summer to enjoy a steam-hauled tour of the Steelworks rail system. Any Member wishing to provisionally book a place now is invited to get in touch with the Secretary; but (all being well) further notice will be given.

Payment for use of "Sir Berkeley" at Scunthorpe is likely to be by an interesting three-way agreement, by which the British WD Locomotive Project Group will do various pieces of work for the Trust, whilst British Steel at Scunthorpe will be doing a great deal of very necessary work on the WD tender, which has been over there for some time past. We look forward to this three-way agreement being to the mutual benefit of all three parties and hopefully paving the way for future similar co-operative projects.

It was intended that much of the "payment in kind" by the WD Group should be represented by their Members working towards getting "Bellerophon" ready to go to the Gloucestershire & Warwickshire Railway for this Summer. Sadly it now looks as if this will not take place (though at the time of writing the final decisions have yet to be made). The basic problem is that "Bellerophon"'s ten-year boiler certificate expires in May of next year. Whilst it is possible this could be extended to cover the main operating season of next year, this is by no means certain. After this certificate has expired, the boiler will need to be lifted out of the locomotive's frames and the tubes removed to allow a full insurance examination of the boiler. We had hoped to have "Bellerophon" back in full operating order by round about now, to allow the locomotive to work for the whole of this Summer. However, Messrs Boothams of York (our Contractors for building up the badly-worn flange and rectifying the incorrect profile on the centre axle) found no fewer than six cracks in the cast-iron of the left hand centre driving wheel. At substantial extra expense, these have now been satisfactorily rectified: but there was accompanying delay.

Also, because of congestion in Haworth Yard - as Worth Valley Railway Members will be aware, there has been a substantial number of visiting large locomotives, most of them accompanied by their Support Coaches - "Bellerophon" was taken to Ingrow whilst the wheelsets were sent to

Messrs Boothams. Our thanks to the craning gang of the Bahamas Locomotive Society who lifted the "Bellerophon" from its wheels at Ingrow in what turned out to be particularly foul weather - we look forward to being able to say "thank you" in some more tangible way some time in (hopefully) the fairly near future when BLS is very much "up and running" as part of the Ingrow Railway Centre. "Bellerophon" spent some time between the Trust's Museum and the Railway's main line.

With the wheelsets now returned, the locomotive has since been jacked down on to the wheelsets by Terry Sykes and a very small assisting team and is now passed fit to move back to Haworth for the reassembly work to continue. There are of course no workshop facilities at Ingrow, needed for this continuing work; and the necessary new tubes have been waiting at Haworth for some time, pending the locomotive being there and available for them to be expanded in.

And that represents the difficulty. We missed the "slot" for returning the locomotive to Haworth just before Easter. The WD Group has Members wishing to get on with the necessary work, but unable to do so because of the locomotive being at Ingrow: Terry works Offshore, but his work cycle has just changed to "three weeks on, three weeks off" and he is not due back for a fortnight. The WD Group has said that it will take "the top side of two months" to complete the necessary work, plus any further time necessary for the Boiler Inspector to come for the necessary hydraulic and then steam tests - and it's now approaching the end of April. April plus two months plus a bit plus maybe an allowance for sorting out the inevitable small problems (as demonstrated by "Sir Berkeley"!) brings us to rather late in the year, bearing in mind that we may well have only until May of next year in which we can use the locomotive. The tubes cost some £900: is it really worthwhile to put them into the locomotive if we aren't going to be able to use it significantly - or should we cut our losses, put the tubes into store, reassemble the locomotive "cosmetically", and wait until we are able to deal with the ten-year boiler lift at Ingrow? We are very conscious that a great many people have donated towards the costs of the new tubes and the necessary work on the wheelsets, and that the Gloucestershire & Warwickshire Railway is much looking forward to again having the use of "Bellerophon": but it looks as if this difficult decision must be faced up to, and could well mean that "Bellerophon" won't be seen in steam again for a few years yet, pending dealing with the necessary boiler lift and examination (and of course any work then found to be necessary) at the Ingrow Railway Centre. We would hope that our Members will give their understanding support to the Trust's Committee in arriving at a decision on this difficult matter.

More positively, our third locomotive, "Lord Mayor", although not steamable will enjoy a day of glory on Sunday 24th May when it will be used for a "Sponsored Pull" for the David Hart Appeal - David Hart is a Keighley man who designs and constructs walking aids for severely disabled children. Our Committee Member Paul Whitfield is coordinating this event, at which teams from local pubs and clubs and from the local Services will endeavour to pull "Lord Mayor" and the

MS&L coach a measured distance in Ingrow Yard against the clock. Much interest has been shown in this event, which is likely to attract media attention. VCT is pleased to be able to support this worthwhile local Appeal - do come along and add your support to the teams.

Meantime, the Shops and the Museum are going from strength to strength. The Shops are now very well stocked for the Summer, both in magazines and in a wide assortment of "hardware" (cast iron plates, lamps, railway cutlery, etc). The Museum welcomed well over a thousand visitors over the Railway's Enthusiasts' Weekend, and what looks to be a similar number over the "daily opening" Easter period. It's especially pleasing that virtually without exception our visitors are satisfied visitors - we must continue to ensure that this is the case! This is in no small way due to the hard work of our Volunteers in manning the Shops and the Museum. For some this is an "occasional feast"; others are "regulars". The Trust is indebted to both.

Regular readers will at this stage be expecting an appeal for volunteer assistance. Quite so: although we do manage (usually!) to have both Shops and the Museum open when the Railway is in operation, and although restoration is progressing: with a little more help, we can do even better. Helping look after the Shops and the Museum is a straightforward task, and reasonably interesting - and in the Shops you can also read the Stock! Special skills are not essential to help with the restoration work; so, if you are able to give the Trust an occasional day of your time, would you please contact the Secretary or Jackie Cope (on 0535-646472) to talk with you how you can help? This would indeed be very much appreciated.

In similar vein: the Trust holds Working Parties in the Museum from about 6.30 pm onwards on the first Wednesday evening of the month and also from about 11 am on the third Sunday of the month. Again, if you can join us at either of these times, you would be very welcome!

Although the Museum Extension is very much the "Priority Project", there is plenty of thinking as to other things the Trust could think towards progressing. Here is a "letter to the Editor" from David Smith, one of our Sheffield Members, headed "some ideas for the future":

"At the risk of being somewhat optimistic about what the VCT may be able to achieve over the next few years (having shown what it can achieve in recent years) I wonder if the following ideas could be considered:

- 1) purchase of a Midland Signal Box for the Ingrow site, to be open to members of the public who would have the opportunity to pull a few levers:*
- 2) consideration of the restoration of 52044 (957) as probably the oldest tender locomotive in Britain:*
- 3) attaching a canopy to the side of the Museum to increase (partial) undercover accommodation at Ingrow:*
- 4) acquisition of any suburban coaches (S or BS) the KWVR might think of disposing. In time these coaches will be as important as the Mets for authentic operation of 1950's-style branch line trains:*

5) consideration of whether a 3 coach rake of Stanier LMS coaches could be assembled using ones that appear neglected/surplus at other sites.

Best wishes for the future - and well done regarding recent achievements.

David Smith.

Opinions may differ as to the advisability (and practicability) of at least some of David's suggestions - but what are your comments and suggestions for the future, please? (Incidentally, one of the minor projects which I personally would like to see go ahead would be the recovery and restoration of a cattle wagon body and (separately) an underframe suitable for it, the location of these being known. Problems include that it seems highly unlikely that the Railway would permit any further item of stock to come on to Worth Valley metals - but if anyone is interested in this one, please write to me and I will put you in touch with the appropriate persons).

And now for something completely different. Members will find enclosed one book of four Raffle Tickets. This raffle has been kindly organised by Member Robert Emblin (to whom, thanks) and is towards the Trust's funds. Tickets are 25p each and as you will see have as prize the very unusual and possibly unique set of all three impressions of O S Nock's book "The Locomotives of Sir Nigel Gresley". These were published in 1945, 1946 and 1991 and all are personally signed by O S Nock himself. If you would like to support this Raffle and in this way support the Trust, please put your name and address (or name and telephone number) on the counterfoils and return them with your payment to VCT, c/o Haworth Station. Further tickets may of course be obtained from the same address: we look forward to hearing from you! The draw will be held at the Museum on Sunday October 4th - which is the day of what could be the final "Vintage Train" on the Railway for this year.

On the subject of Vintage Trains: the two Mets were out with good success over Enthusiasts' Weekend and for the first of the "Vintage Train" days on April 12th. A "photocall" just before Enthusiasts' weekend for these two coaches and the Bahamas Locomotive Society's "Coal Tank" locomotive received good coverage on BBC TV "Look North" (with supporting roles by the Railway's Chris Olgvie and Graham Mitchell) and must have helped usefully towards the good success of that weekend. Congratulations to the Railway's Publicity Committee on so effectively setting this up.

The remaining days of Vintage Train operation this Spring are Sundays May 10th and May 17th: and there may be further Vintage Trains this Autumn further to the October 4th.

It is pleasing to record that our Manchester Sheffield & Lincolnshire Railway and Great Northern Railway coaches were in use to celebrate (to the day) 125 years since the inauguration of the original Worth Valley Railway. The occasion was marked by a rather extended photocall at Oakworth Station, which received some Press and Television coverage. The only disappointment was that it had not

proved possible for these two coaches to be inspected on behalf of the Worth Valley Carriage and Wagon Department until three days before the event (this inspection being by Mike Goodall, to whom thanks). Problems were found with the brake cylinders on both coaches: with then insufficient time to rectify these, the North Eastern Saloon was added as a brake vehicle (which was pleasing and gave a pleasant location for the "Victorian"-costumed Copes' picnic lunch!). Sadly, these and other problems meant that the train was not allowed to carry "public" passengers on this auspicious occasion: so only three VCT Members were able to enjoy journeying in these, the most historic coaches of the Trust's collection, on that day.

On the subject of historic coaches: we are pleased that the Yorkshire & Humberside Museums Council has been able once again to support our work with Grant Aid. This time, it is towards the external completion of our First Class Metropolitan Railway coach. Stuart Mellin (the Stationmaster at Ingrow) will be attending to the remaining items of external woodwork in the near future, which will allow Bob Timmins (who did the paintwork for the MS&L and for the "Chatham" coaches) to start work all being well in the week immediately following the Museum Opening. It will be very pleasing to see this coach resplendent in its Metropolitan Railway varnished teak livery, complete with *original* Metropolitan Railway transfer crests. Five of the seven compartments are virtually complete. (It will however be some time before the remaining two are fully restored - this is where dry rot took its toll of the interior trim now many years ago - and there is work yet to be done on the underframe and running gear before this coach can again be available for occasional use).

And finally, a note on Membership. Some of you who are (I hope!) reading this are as yet not Members of this Trust. Please consider joining - as noted on the "reply slip" enclosed with this Newsletter, the Membership Subscription is intentionally kept very low at only £2.50 a year (which does of course give opportunity for those who wish and who can afford to augment this sum with a Donation). The Trust's Membership is hovering around the 400 mark - we would like it to increase at least to 500, and would welcome you as a Member: so why not complete and return the "Reply Slip", now, please?

Those who already are Members should find provision on their "Reply Slip" for introducing a new Member. With this intention to increase our Membership figure, now is the time to ask a friend or colleague (or wife, or husband, or son, or daughter) to join - again, why not complete this "Reply Slip" now, please?

(And you might even wish to join as a Life Member - this costs £80 at present: as ever, cheques etc to VCT, c/o the Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ, please).

Michael Cope
Hon Secretary, VCT
24th April 1992