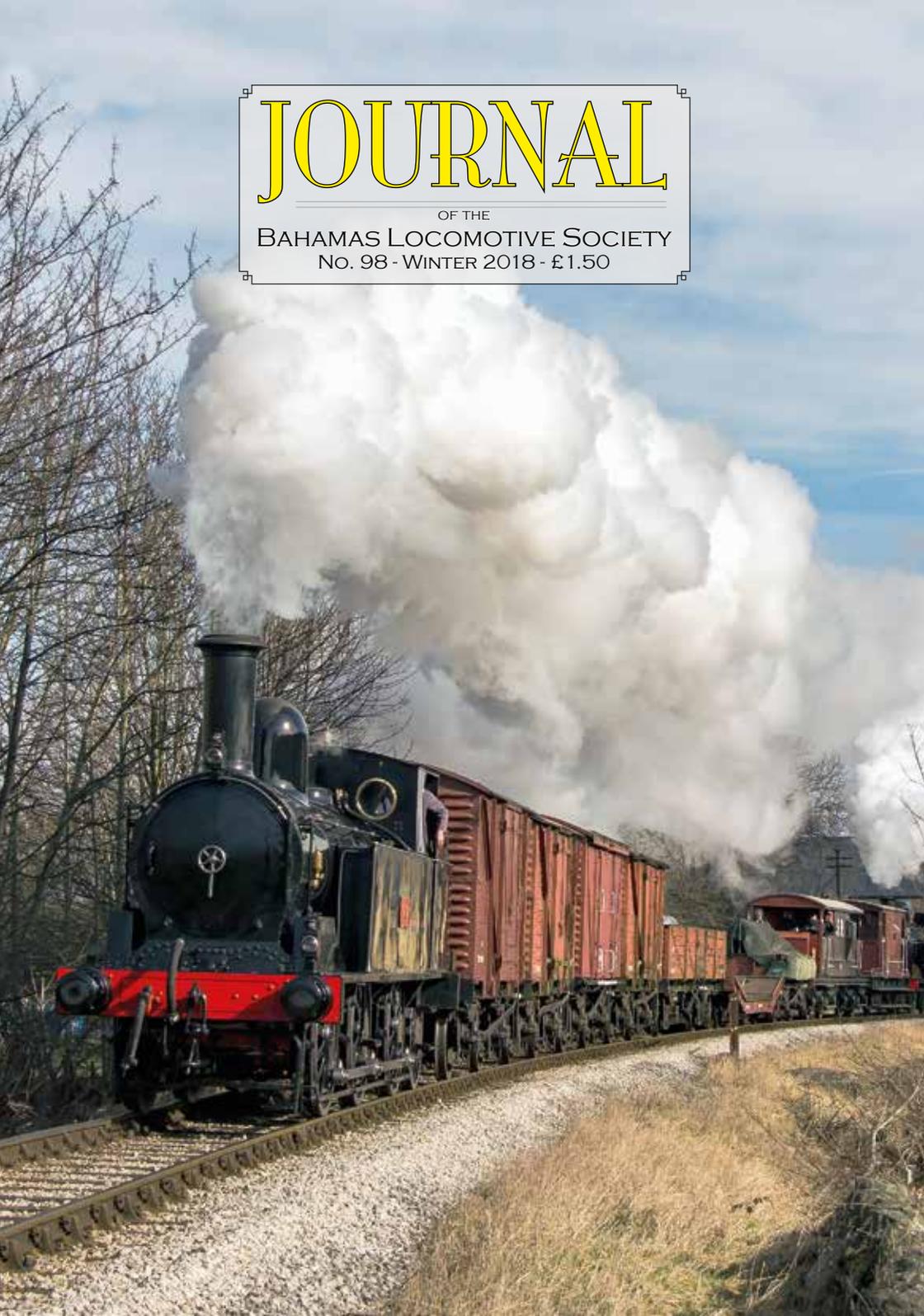


# JOURNAL

OF THE

BAHAMAS LOCOMOTIVE SOCIETY

NO. 98 - WINTER 2018 - £1.50





# BAHAMAS LOCOMOTIVE SOCIETY Ltd

Ingrow Loco Museum, Ingrow Bridge, South Street, Keighley,  
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Front Cover: *1054 is banked by another 0-6-2T, TVR No.85, on the demonstration goods during the KWVR gala, Friday, 8 March 2018.*  
photo: Ian Dixon

Rear Cover: *The boiler of 45596 Bahamas under test at Tyseley Locomotive Works on 21 December 2017. It is seen here with the safety valves relieving excess pressure at 225psi.* photo: Steve Allsop



## Comment

I commenced this column in the last edition by talking of change. No sooner had that Journal been printed than our Chairman, Mark Winderbank, made the decision to stand down from this position - his report and that of his successor, Keith Whitmore, are overleaf.

Indeed, there has been a lot of activity recently which is represented here by the number of reports from various departments, thus leaving little room for other content.

Perhaps this is indicative of the changes needed to ensure we are fit to face the future - especially coping with the soon to emerge *Bahamas*.

The forthcoming withdrawal of *Nunlow* highlights that another round of effort and expenditure will be required to either overhaul this engine or consider the alternative option of returning our 0-4-0ST *Tiny* to steam.

No matter which, the ongoing support of *Bahamas* on the mainline will reduce our abilities to shift much manpower on to such tasks. And with the necessity to grow our business to accommodate our return to the mainline, provide a daily presence in the museum, and to open up the Learning Coach to visitors, will undoubtedly put many of us under a certain amount of stress as we enjoy the challenges this activity brings.

Following a request in the last edition, Amy Baldwin has kindly taken on the role of Volunteer Co-ordinator. In this edition there is a request for help with Membership activities. Mmm... I wonder what the next round of changes will bring!

## Contents

From the Chair	4
Loco Report	6
Frank Hardman	9
Our early years, 1980 - 1982	11
Membership News	15
Marketing and Publicity Report	16
Audience Development Report	19
Volunteer Co-ordination	21
A Request	21
Heritage Open Days	22
The Mail	23

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The Editor welcomes contributions for inclusion in the Journal by post or email. Please include an SAE for return of any material supplied. If no clear instructions are received, the Editor will retain on file any work submitted.

Contributions for the next issue are requested by 25 May 2018.

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Pete Skellon

# From the Chair



## Incoming Chairman's statement

This is my first message to members since taking over as Chairman just before Christmas.

My first task must be to thank the Committee for the confidence shown in me to Chair the Society at this important time, and secondly to sincerely thank Mark Winderbank for his time as Chairman and the way in which he has steered us through some difficult decisions, and in developing our strengths at Ingrow.

2017 was of course our Golden Jubilee year and it is astonishing to think that in that time we have had only five Chairmen; mind you, our President, Simon Bryant, took up 37 of those years, some of which were the most difficult, involving the closure of Dinting and the move to Ingrow.

I have been involved with the Society since the early Dinting days along with my parents who were regular volunteers. I still have a lovely photo of my Mum and Elsie Stanaway behind a massive teapot on a trestle table in the car park on the first Dinting vintage transport day.

For me the halcyon days of Dinting were with George Davies in the driving seat and seeing the Exhibition Hall come to fruition. And who can forget that gleaming sight of *Leander* steaming across Dinting viaduct for the first time in brilliant evening sunshine, with a rather 'pinkie' *Bahamas* stood outside the shed waiting to greet a classmate.

As a Manchester City councillor for 33 years and Chair of Greater Manchester Passenger Transport Authority, I could not be as active in the Society as I would have wished,

but when I retired in 2012 I was keen to play a full part again, taking up the position as Membership Secretary and then as Company Secretary.

2018 is to be a particularly exciting time for all of us with *Bahamas* soon to venture onto the mainline, a sight we have been looking forward to for some time. The railtour scene has changed out of all recognition since we were last there, when Tom Cozens organised many of our tours, but it has been good to hear again the talk of support crews, medicals, and PTS arrangements needed for our forthcoming mainline operations.

However, let us not forget our other locos. In March *Tiny* will be playing a role in the Manchester 'Bee in the City' event; in April we have an 80th birthday celebration for *Nunlow* before withdrawal, in May the Coal Tank will be centre stage at Stockport for the 50th anniversary event to mark the closure of Edgeley shed, and in June we will play our part in the 50th anniversary celebrations of the KWVR. So there is much to keep us occupied and I can assure you that I will be playing my part.

One of our key tasks is to develop the Ingrow Rail Story concept and strengthen our partnership with both the Vintage Carriages Trust and KWVR, and ensure that Ingrow is a destination in its own right.

I really do look forward to working closely with you all to achieve our goals, so please do get in touch if you have any ideas on developing your Society, at Ingrow, and out on the mainline.

Keith Whitmore

## Outgoing Chairman's statement

As some of you will have heard already, I stood down from the position of Chairman of your Society towards the end of 2017.

I have carried out the role for about seven-and-a-half years and we have seen a lot of change during that period. The progress towards the return to steam of *Bahamas* will be the highlight for many. However, we have also continued to develop the business with proper procedures, a structure, and the appropriate allocation of responsibilities amongst the volunteer and paid team.

As always the implementation of our plans is dependent on our working team and it continues to amaze me how much their dedication and skill has achieved. So thank you all for your efforts, in particular those who have been prepared to serve on the Committee during my period of tenure.

I have handed over to Keith Whitmore who many of you will know well. Keith has been a Committee member for several years and has a very good feel for how we operate. He has also been a member of the Society

for several decades and is well known in the steam preservation world. These attributes will be valuable for your Society as we address the opportunities and difficulties presented in the future.

Your Committee decided that it also wished to appoint a vice-Chairman and Frank Galvin has accepted this role. Frank has been with the Society for a shorter period than Keith but has served on the Committee for several years too. My Committee colleagues and I have found his wise counsel and prior museum curatorial experience to be invaluable.

The times in front of us are exciting and I hope all members will wish to be involved in one way or another, for there is much to do.

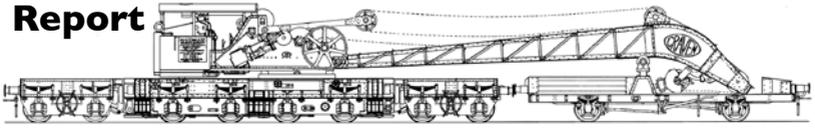
It has been agreed that I will continue on the Committee and I hope to have more involvement with our operations than has been possible in recent years, perhaps including selling you a raffle ticket on *Bahamas*' first run!

Mark Winderbank

*There are only a few more steamings for Nunlow before expiry of its boiler certificate. Here it is at Oxenhope with our AGM train on 24 September 2017.*



## Loco Report



### 45596 Bahamas

At Ingrow - We have spent some time sorting and loading tools and equipment, spare brake blocks and packing, jacks and lifting tackle, etc. onto the tender before it finally left for Tyseley at the beginning of February.

The live steam injector has been checked, and the stay for the exhaust injector modified. The doorplate cladding is now complete and has been returned to Tyseley, and the new atomiser steam pipe and steam-heat pipe has been formed. Various pipe fittings and connections have been recovered ready for re-use on the new pipework.

At Tyseley - The boiler was officially hydraulic pressure tested on 24 November last and accepted by the British Engineering Services Inspector. Just prior to Christmas we took the safety valves, water-level gauges and firehole door assembly to Tyseley to carry out a steam test, which was witnessed and approved by the Inspector on 21 December.

Some leaks at the corners of the foundation ring have been rectified and a repeat test showed there were still one or two weeping rivets, which Tyseley intend to change. It appears the copper plate is very uneven in these areas due to BR work, not ours, which has affected the tightness of these rivet heads.

The boiler is now being power brushed and painted following which it will be temporarily placed in the frames to fit the smokebox.

Most of the pre-cut parts for the new ashpan have been delivered, and the remaining parts for the superheater elements are ready for welding together. Work is in progress reassembling the middle engine, the piston and valves are now in place, and the big-end has been metalled, machined, and tried to place on the crankpin. The repair to the middle cylinder steam-pipe connection is almost complete, and founder member Barrie Meikle has assisted in providing



*The tender of 45596 in works grey(!) is loaded at Ingrow ready for transport to Tyseley on Wednesday, February 2018. photo: Graham Allen*



*The original steam supply pipe to the exhaust steam injector was removed from 45596 in the early 1960s. This is the new pipe assembly, and below, a view of it in situ bolted up to the inside cylinder casting.*  
photos: Steve Allsop

some resin to seal the new base plate from entry of smokebox deposits.

The new exhaust injector steam pipe was welded up, tested and fitted during three days of hard work by Steve Peach and Andy Hoyle.

The refurbished exhaust steam injector was collected from South Coast Steam at Portland on 24 January and subsequently delivered to Tyseley. This is now ready to fit to the engine and, once fitted, the final piece of the steam supply pipe can be adjusted to suit and finish welded. The new steam pipe support bracket has been bolted temporarily to place to check the fit.

Smokebox auxiliary steam fittings have been returned to Ingrow for cleaning and checking, one was found to be cracked, and a new casting is on order. A new connection pipe has been formed and fitted with new cones and nuts. A corroded section of the right-side of the cab has been cut out and a new section welded in

The throat plate cladding has come to Ingrow for renewal and the cladding crinolines have been cleaned off and painted.



#### **1054**

Over the winter some dry rot was found in a front wooden buffer 'cheese'. The buffer was removed and a new cheese made. Upon further examination we noticed that the buffer head was quite loose in the stock, as were the other three. Therefore all the buffers have been removed and overhauled with new springs we had in stock.

The paintwork on the dome and safety-valve covers had become 'tired', and these items have been repaired and repainted, as have the running frame, buffers and 'cheeses'.

We have replaced the front portion of the brick arch and renewed the firehole door bolts. The boiler inspector recently attended for a cold examination followed by a steam test.



*The dome of 1054 receives a new coat of paint from Graham Allen.*

### **James**

The loco is finally in the shed in the hope time will allow for a repaint. All the engine compartment cover panels have been completely dismantled, de-rusted, sealed and riveted back together, and a start made on the cab doors to do the same.

A lot of work has been done within the engine compartment, where wiring has been renewed, LED lighting installed to replace the old filament lamps, and modifications carried out to the location of the lub oil filters and hand pump to enable a vacuum brake exhauster to be fitted.

When this new brake system is commissioned it will allow *James* to work with the SR van for brakevan rides, and will also be useful when testing coach and engine vacuum brake systems.

In conjunction with this, Martin Harper has virtually rewired the cab controls. The running gear has been greased and anti-freeze and oil levels checked.

### **1704 Nunlow**

Other than cleaning, no work has been needed on the loco this winter, and so remains frost protected until the spring. Its boiler insurance certificate expires in April.

### **Southwick**

As time and weather permit, painting of the rear draw hook area and platework continues

### **RS1015/50 breakdown crane**

Over two days in November, the renewal of the derrick and hoist ropes was achieved. The contract firm supplied three of their employees and together with our own team the two days of effort proved to be most enjoyable.

We found it interesting to watch how the ropes were spliced, while their supervisor decided that if this was what retirement was like, he wanted some. So as soon as he returned to his head office he applied for early retirement!



*Motion parts for the breakdown crane undergoing refurbishment.*

Since then painting has continued on the rear weight-relieving bogie, and the jib head cover-plate has been painted and replaced. The crane was steamed for an insurance test and then the boiler drained and winterized.

A device has been manufactured so that the boiler can be drained without flooding the rear bogie. The right-side motion has been dismantled and, to date, the big and small ends have been white metallised and machined.

The packings have been sorted and tidied in the van.

### **M14060 BR Mk2a support coach**

At Nemesis Rail, both bogies are almost complete and the bodywork has had undercoat applied. Fitting out of the kitchen area and the dividing door are in hand.

Steve Peach & Steve Allsop

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## **Frank Hardman 1921 to 2017**

We learned with sadness of the death of Frank Hardman on 30th October last at the age of 96.

Frank was one of our early and energetic members, probably inspired to join our growing Society by his time on the footplate.

Born in 1921 he joined the LNER in 1935, as an engine cleaner at Gorton on the first rung of the footplate ladder. He progressed to fireman, before leaving the railway to look after industrial boilers, at the time when steam finished at Hayfield about 1957.

He had many interesting tales to tell about his time on the Railway, firing over Woodhead on 'double trips' and, later, based in his home village of Hayfield, firing for the notorious 'Red Ned' Broadbent. One tale he liked to

relate concerned a night time trip from Gorton shed to Manchester London Road with a very proud and particular driver. It was not uncommon for guards to hitch an unofficial lift into Manchester on a footplate, and one did so on this occasion. Having obtained the necessary driver's permission, he set about filling his pipe. He then turned and struck his match on the boiler front. The driver immediately applied the brake [the tale was accompanied with full sound effects!] and exclaimed, "Do you strike matches on the piano front at home? Get off my engine!" And he meant it. This may seem far-fetched but in those days the older men were indeed very proud of their engines and did their best to keep them clean.

There were many such tales, related during evenings in Hayfield pubs, and it is to be regretted that we did not record more of them.

At Dinting, Frank taught us young and aspiring footplate ‘men’ a lot about engines and in particular boiler management.

He was a member of the Locomotive Committee, assisting in building up the organisation, creation of rules and so on. He was active on the site, with his friend Norris Lawton, and they dug out a new drain alongside the ‘old shed’ where track problems had arisen during early operation.

His particular love was the McEwan Pratt petrol loco ‘Jacob’ (ex Jacobs Biscuits at Aintree), which he and Norris got running and spent many hours tuning up. ‘Jacob’ was not the least bit grateful, and backfired one day, breaking Norris’s nose with the starting handle.

After he left Dinting, in the 70s Frank and Norris acquired the New Mills Council Aveling steam roller, which had stood semi derelict in its shed after ceasing work. Russ Bolger and myself obtained the services of the late Walter Fitter, one time professional traction engine man, and Paul Edwards, who provided power with his Aveling steam tractor. An eventful journey took place via New Mills to Norris’s yard at Birch Vale, where over a number of years the roller was beautifully restored. Eventually sold to David Lomas, it is still meticulously kept as Frank would have wanted it.

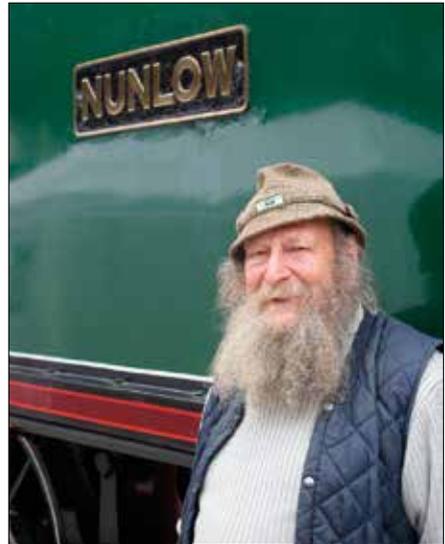
Despite having had a bad fall which laid him up, Frank made it to our 50th anniversary celebration at the ‘Crown’ last June, and was in good spirits, but evidently the injury was too much for him. We shall miss his character and railway wisdom.

S C Allsop



*Frank drives ‘Jacob’ along No.3 road at Dinting in 1969.*

*And here he re-acquaints himself with Nunlow at the time the engine first returned to the Hope cement works in September 2005.  
photo: John Hillier*



## Our early years, 1980 - 1982

Simon Bryant

The year 1980 was definitely exciting with having two main events. Firstly, 1054 was invited to run in the Cavalcade at Rainhill in May, so our engineers had to work overtime to get the engine ready in time.

As is well known, BR organised this event to commemorate the 150th Anniversary of the opening of the Liverpool and Manchester Railway. A large number of locos had to be passed for main line operation for this event, which took place near Rainhill and ran on three consecutive days in May. All the locos assembled at Bold colliery sidings where our loco crew was in charge of several other locos (1000, 46229 and 30925) as well as 1054. Each day these locos were prepared before taking part in the Cavalcade.

John Tait organised two double-deck buses for members to attend the event and we sat in special stands to view the event. As far as we were

concerned 1054 pulling the LNWR Royal Saloon was the star of the show, of course we were biased, but in fact the black LNWR livery gave rise to many complimentary remarks.

It was certainly a day to remember. I don't know how Network Rail will celebrate the bi-centenary in 2030, Bold colliery has long gone and the main line is now electrified.

The time after Rainhill was also of interest, we requested that 35028, 30925 and 47298 come to Dinting and they duly arrived! *Hardwicke*, which had been damaged at Rainhill, came after some work was carried out at Longsight, and *Lion* appeared prior to our next big event at Liverpool.

All these visitors were squeezed into the Exhibition Hall. I think this must have been the highest number of locos we ever had on the site, several of which were in steam during June and July.



*1054 with the former LNWR royal coaches, and ready to return to Bold colliery along the route of the cavalcade during 'Rocket 150', the celebration of 150 years of the Liverpool and Manchester Railway. photo: Steve Allsop*

The next event was the 150th celebration of the opening of Liverpool Road station in Manchester, where there was a six-week exhibition in August and early September.

Some of our visiting locos soon left for home but *Lion* and our *Scots Guardsman* attended along with 46229 and others. It was not quite the success as the Rainhill event but with some thirteen steam locos and various others it was well worth a visit. The Society had a sales stand each weekend and for one week daily opening. Sales were £2800 which was disappointing but we received a fee for providing the 'Scot'.

Dinting was graced by three visitors during 1981. *Hardwicke* was here already, but then the EM1 electric loco, 26020, arrived from Liverpool Road, which of course was non-operational!

The really interesting visitor was the return of *Lion*. This came in the summer and stayed for a few weeks. One of my jobs was to arrange the transport of the loco and two replica L & M coaches from Liverpool to the various places where they were to appear, such as the KWVR and the GWS at Didcot. Fortunately the Merseyside Museum which owned *Lion*

had a regular haulier, a Mr Baldwin of Northwich, so all I had to do was coordinate the dates of the various visits and collect a cheque from each venue towards the cost of transport. Fortunately, there were no problems, for everyone was delighted to have *Lion*. Whilst at Dinting one day, I remember *Lion* running on No.4 road when there was a bang: the whistle had blown out! The fire was quickly dropped and the loco retired to the shed.

Much work continued all through the year, such as the new platforms and the foundations of the new café. Originally we planned to build the café behind the Exhibition Hall but there were too many problems with establishing drains etc. so we decided that the car park was a better location, and indeed so it proved.

Another interesting arrival was a rare telephone box, a type K4, which incorporated a post box and stamp machine. Eric Stevens acquired this courtesy of his employer British Telecom. The box was in very poor condition and required complete re-glazing and repainting. It was soon installed in a prominent position for visitors to use. It was later designated as a listed building.



*Lion outside the 'old shed' at Dinting with a replica L&MR coach and the diesel shunter RS8 in attendance.*



*The K4 telephone box after its restoration. Following the closure of Dinting the box went to the East Lancashire Railway at Bury.  
photo: Gordon Coltas*

The loco dept. was as busy as ever and in September the boiler of *Bahamas* was lifted using a hired-in crane. Soon after, the decision was made to purchase our own and in December the Craven steam breakdown crane arrived. It cost £8500 and had previously been based at Allerton. It is still in use at Ingrow.

In October we ran the 'Dinting Venturer' rail tour. This was diesel hauled to Dorridge then *Clun Castle* took us to Didcot for a visit. There was a brief stop at Banbury where we found members John and Val Crowther on the platform. They had recently moved to Leamington and were out doing their weekend shopping, but did not need much persuasion to climb aboard for the ride to Didcot and back!

Another change occurred around this time. The newsletter was produced in a very laborious way using a duplicator, originally by John Hillier and later by Barry Towey. The change to a magazine format was made by Hubert Parrish, who also produced most of the artworks for posters and leaflets. This new format was a direct forerunner of this Journal.

The Woodhead line, east of Hadfield had closed the previous summer and the question of the Society reopening the line was a frequent topic of conversation. The main obstacle was that the line beyond Hadfield could only be accessed by running over the electrified and busy Glossop branch. Thought was given to building a base at Hadfield to allow running up to Woodhead. However further problems beyond Hadfield became evident during the next few years and eventually we had to admit it was not possible. As we had eventually to leave Dinting perhaps it was just as well. A very senior railwayman confided many years later that closing Woodhead was one of the biggest mistakes ever made by British Rail.

As the year rolled into 1982, work at Dinting continued as usual. Your Chairman and his wife were invited in May to Liverpool Road station for the visit of the Queen and Prince Philip. It was a grand occasion. I don't recall the reason for the visit but we all enjoyed the refreshments!

More important for the Society was that Geoff Drury, owner of *Blue Peter* and *Bittern*, agreed we could make a start on returning *Blue Peter* to steam. The first public steaming was in October and a good crowd of visitors came along. The Blue Peter BBC film crew spent a whole day filming, but as far as I can remember nothing was ever shown because of industrial action at the BBC.

Work on the platforms at the end of No.4 road was progressing. The brickwork had been completed, but we lacked proper platform edging stones. We learnt that suitable stones were available at a long closed station at Rhuddlan in North Wales, so plans were made to recover them. I visited the station to see what was required and a week or two later a gang turned up one November morning. The main difficulty was getting the heavy stones up from platform level to the road, which crossed the track bed on an overbridge. A contraption made of old boiler tubes and nicknamed 'the chariot' was used to combat the terrain. Once loaded onto a lorry, they were delivered to Dinting the next day where a start was made in placing them in position. On closure of the Dinting site, these stones were brought to Ingrow, and stored at Oxenhope and as far as I know have yet to be used.

The former North Staffordshire Railway Rushton signal box opened, following a lengthy restoration, and work continued on the café.

It is worth recording that a lot of work undertaken on the site was done by both the Manpower and Community Services organisations. There was never enough volunteers for building work and sometimes it was as much as we could do to man the gate, shop, crossing, and the café in the enginemens room. Our financial position was not good, spending on the platforms, the café, materials for *Blue Peter*, plus the recent purchase of the steam crane were the reason. The country was in a gloomy state, but fortunately the *Blue Peter* steamings were well attended and we managed to break even.

*To be continued.*



*The pedestrian crossing on No.4 road with crossing keeper Eddie Rutter on the left, while on the right, Mike Stevens is in conversation with Harold Moss. 6115 Scots Guardsman heads towards the newly constructed No.1 platform to collect its brake van, and passes the recently refurbished former NSR signalbox. This housed the control desk for the ex-GCR pneumatic signalling system, which controlled operations on the running line. photo: Steve Allsop*

# Membership News

It's that time of the year when membership renewals are no longer coming in thick and fast but rather thin and slow... at the moment there are about 70 still outstanding from a total membership of just over 400, so please get your renewals in as soon as possible.

I must apologise to all members for the delay in dealing with renewals and new member applications. The first couple of months of the year are when 90 per cent of the workload occurs and my circumstances have kept me out of the country for some time. As a result of this, and my intended retirement to foreign climes, I regret it will not be possible for me to continue in my volunteer role as membership secretary.

In the few years that I have held the post the administration system has undergone some fundamental changes and the records are now kept on a database instead of a card index system. This is a request therefore for anybody who wishes to take on the role, and who has the technical capacity to deal with an Excel spreadsheet, to put their name forward.

Or perhaps I should say names. The work of membership secretary involves a number of separate facets;

- applications from new members,
- renewals which come by post,
- renewals which are from bank standing orders.

Each of these could be isolated and dealt with by individual membership officers. In addition there is a need for a new role, that of membership recruitment.

It has long been my opinion that we need to increase the size of the Society,

and the more younger new members the better.

I envisage the role for somebody who is able to attend our sales stands when we are out and about at other heritage sites, and also when we are back on the main line. I have made the point before that if each member recruited one person into the society we would double our size overnight..... but at outside events and on rail outings we have access to hundreds of enthusiasts who can be approached and asked if they would like to join.

Our Society is one of the few which own their own mainline locomotive, and there are many roles to fill to keep it (the Society and the locomotive) going. We need engine men, we need sales and shop people, we need catering, PR, museum and site management, information dissemination and many other tasks to be carried out, and all of these are being undertaken by the same small number of volunteers. The year ahead is a golden opportunity for the Bahamas Locomotive Society to really come out of the shadows and make its presence felt again. If you have the time, and the desire to become involved please contact me, our chairman Keith, or any member of the committee.

Welcome to the following new members:

John and Sheila McCarthy, Bradford  
Andy Carey, Ingrow  
James McLeish, York  
Andrew Hoyle, Burton on Trent  
Chris Wilman, Mirfield.

Geoff Skellon



# Marketing and Publicity Report

## 45596 at Tyseley

As you will read elsewhere, we had an early Christmas present when 45596's boiler passed its steam test on 21 December, just a few days after I had the privilege of lighting it up for the first time in 20 years for a warming fire on 12 December. With so much snow and ice around that day I did not need any excuse to strike the match!

A lot of detailed work now needs to be done in order to complete the overhaul with most of the 'big' bits of the overhaul having been completed. Steve Allsop and I reminded our good friends at Tyseley at a Project Review meeting on 16 January that our HLF-supported project finishes on 30 June



*45596's boiler at Tyseley on 7 March 2018 with the crinolines, on which the cladding is secured, in the course of fitting. photo: John Hillier*

2018 when the Lottery money runs out. By the end of February we have received £611,555 from the HLF.

As the date of 45596's main-line return gets nearer – and despite the schedule running somewhat late, it will steam again in 2018! I am having to fend off regular enquiries from several sources who want *Bahamas* this year. My response remains as ever – we are making no firm commitments until it has been tested and proven, and we believe the engine is ready.

The announcement, on 16 November, from West Coast Railway Company, that it will not now support 'third party' organisations such as the Tyseley 'Vintage Trains' operation (i.e. provide footplate staff), has resulted in the arrangements we had anticipated for testing our engine now becoming unclear. We are confident, however, that a suitable solution can be found. Our contract with TLY includes running-in and testing the engine.

As a result of this difficulty there can be no certainty that we can now offer members the opportunity, we hinted at last year, of an early trip to Stratford or around the Leicester circuit, a route normally used by Tyseley for its 'loaded trials'. My apologies therefore to any of you who put their names forward for any of these initial 'proving' runs. Until the steaming date gets close and the situation becomes clearer we cannot make any commitments.

Despite being asked as to what the 'BLS view' is about this issue, our stance is clear - we do not have one. All we can do is confirm to anyone who asks, or who has an interest, that we will have an engine available for hire.

## Learning Coach

Put Saturday, 23 June, in your diaries. That is the date when the Learning Coach will be formally opened and when we will be hosting key supporters from the HLF and Mortons Media, and others who have helped us with this project. We anticipate the Coal Tank will be available to haul our guests along the Railway during the afternoon. Further details will be published on our website.

A few of us attended the Heritage Railway Association Awards Night in Birmingham on 10 February. Previously we had learnt that the Coach had been nominated in the Small Groups award. The Glenfinnan Station Museum was the lucky winner, but we did come away with a runner's-up certificate and found the evening was an ideal event to catch up with old friends and make new ones.

Some in the 'movement' seem to be unaware of the formative role this Society played in the early days, which, I think, affects the view they have about us today. We used to participate fully in the work of the Association of Railway Preservation Societies (ARPS) when Peter Manisty was its Chair. I was then a member of the General Committee while our then BLS Chairman, George Davies, was a member of the ARPS 'Return to Steam Committee'. For example, we organised a series 'Standard Gauge Conventions' events, which proved to be of great benefit to the embryonic movement with workshops and presentations on finance, legal structures and buildings etc.

Over the years the HRA has taken over from the ARPS, but we have become less involved, which I suspect plays a part in the overall vision of our previous contribution. We tend to 'do things' quietly but perhaps when the

powerful roar from 45596's double blastpipe is heard, that view may change. That we continue to develop visionary ideas, some of which are taken up by other groups, often goes unnoticed. The Learning Coach is a good example of this.

## Nunlow Nightcap

Largely due to the enthusiasm and drive from one of our younger members, Sam Steventon, *Nunlow* will go out in style on the expiry of its boiler certificate in April. *Nunlow* has a special part in our history, arriving as it did at Dinting, on 1 April 1969, from the Hope Cement Works, where it had worked since new in 1938. I remember the day we first looked it over at Hope, with Mike Bentley, Dave Walker and Phil Probert.

With co-operation and help from the KWVR, a special timetable has been devised for the Saturday afternoon and evening of 14 April. 1704 has gained lots of supporters, so why not come along to see our Hudswell Clarke bow out. Brake van rides in Ingrow yard are planned for the following day.



## Visitors and events at Rail Story

As they say, 'the results are in' and we can report that, last year, 13,704 visitors came through the doors of the Engine Shed.

In 2011 when our bid to the HLF was prepared I suggested we should target a 10 per cent increase in visitors, up from around 5000 pa. I think we have more than achieved that. However, there is no room for complacency.

This year will see an increasing number of events held at Ingrow and demonstrations of our steam crane and brake-van rides using *James* (in the absence of *Nunlow*) are planned.

## **KWVR 50th Anniversary**

This year sees the KWVR celebrate 50 years of running as a heritage railway, following BR's closure of the branch in 1962. There will be an eight-day Gala (24 June – 1 July) commencing the day after the formal opening of our Learning Coach.

It had been hoped *Bahamas* would have started these celebrations, but this is now highly unlikely.

## **Rail Cameramen**

It was a pleasure to have BLS sponsorship, support and representation at the opening of the Rail Cameramen Photographic Exhibition held at *Locomotion* Shildon on 20 January. Feedback from the exhibition, which ended on 4 March, has been really good with some visitors travelling from India and New York to see the fine images on view.

All of the 100+ pictures displayed, plus others, feature in the accompanying 128-page hard backed book, published by Silver Link. Copies can be ordered from our web site or bought from our Ingrow Shop. With a normal price of £30, it is available from us for £25 (plus £5 postage where appropriate) and includes a £5 contribution to the Railway Children Charity.

*[A talk on the history of 45596, to help support the exhibition and planned for 1 March, was postponed due to poor weather. This has been re-scheduled for 10 May. See the Locomotion website for more details - Ed.]*

## **Bee in the City Manchester**

Yorkshire's support of Manchester, following the bomb attack at the Manchester Arena, will be acknowledged by an event at Ingrow on 28 March when our diminutive 0-4-0ST Andrew Barclay No 2258 *Tiny* will carry a special 'Bee in the City'

headboard. The event will be attended by several leading Government and Civic dignitaries from both sides of the Pennines. *Tiny*, of course, used to work at Bradford Road Gas Works in Manchester, a location now partially built over by Manchester City's Emirates Stadium.



## **2017 Raffle**

The results of our 2017 prize draw were very disappointing with only £1,280 raised compared to £2189 in 2016. And this despite having prizes which, at face value, were worth circa £800. Thankfully, all were donated FOC to the Society. 75per cent of the tickets sold in 2017 was during three days at Tyseley and two days when 1054 visited the Bluebell Railway in May, which suggests we lost many opportunities to produce income for the Society with minimal effort.

Our 2018 Raffle will have even better prizes, again donated with no cost to the BLS. Hitachi Rail Europe has offered a unique 'Behind the Scenes' tour plus dinner at its state-of-the-art manufacturing facility at Newton Aycliffe, which will be hosted by its Head of Production, and there are other excellent prizes.

As the cost of running our Accredited Museum continues to rise, this revenue stream is essential and, at just £1 per ticket, an excellent marketing tool whether at Ingrow or elsewhere. I'm sure we could do better!

John Hillier



# Audience Development Report



The audience development project for 2017 saw lots of new programmes with some great successes.

With work on restoring the Learning Coach almost completed, we launched the new Rail Story branding at Ingrow. This included new identities for the museums, new signage, and new marketing material, all of which should make it easier for visitors to understand better the wonderful and unique resources we have at Ingrow.

We supported all the Railway's special events and delivered some fantastic Rail Story-based features for the Easter weekend, Museums at Night, Music in the Museums, and Christmas at Rail Story. All these events were well attended and helped promote Rail Story and the railway to new audiences.

In 2017 we also saw the growth of our education programme as we welcomed new and old schools to the railway to take part in curriculum-based workshops. The Learning Team have now developed 13 different workshops, which include: science, maths, engineering & technology, art & design, film, history and literature.

As well as a successful offering to schools, in May we launched Science Stars Science Club based in the Learning Coach. This club has gone from strength to strength and has proven so popular that we now have a waiting list for children to join. All-in-all 2017 was a fantastic year.

We are now working hard to make sure that 2018 is even more successful. There are a lot of great ideas for the Rail Story site in order to make it more interactive for visitors, and we are hoping to implement these during the

coming months. These include new exhibits in the museums and yard, and the introduction of living-history weekends. The latter will use teams of volunteers dressed in costume so as to interact with visitors and explain in greater detail some of the jobs required to run a railway. We are also hoping to have more activity in the yard with demonstrations of engines and the steam crane.

As well as the site developments, we are looking forward to supporting the Railway's special events programme, and especially the 50th anniversary celebrations. The plans are coming together and we can't wait to welcome lots of new visitors to the railway. These type of special events and celebrations are so important in developing new and retaining old audiences, and are also an opportunity to give volunteers a chance to share and celebrate all their hard work over the years.

2018 will also be an exciting year for our educational offer. We have already received a record number of bookings from schools, which will hopefully continue to grow until the end of the academic year. We now have schools visiting the Railway from as far away as Sheffield, Barnsley, Harrogate, and Wakefield, and we have even had some sneaking over the border from Lancashire!

It's not always easy working with school groups, what with all the attendant risks that accompany a working railway, the challenge of teaching in the limited spaces available and the lack of heating during winter months, but all the schools that take part love their day with us. Much of this enjoyment is

down to the wonderful volunteers, who support and engage with the children, and our amazing Learning Team, who work hard during each session to deliver the highest standard of learning outside of the classroom.

I would like to offer my thanks to all those who have helped make our learning programme such a success, and for all their hard work which has made it possible.

This year will see us carrying on the success of our Learning Coach, which is to be officially launched this summer. Alongside welcoming our school groups and Science Club, the coach will also be used for birthday parties, and continue to be a resource centre for railway training and mutual improvement classes.

We will also be opening the coach at weekends so that visitors to the

Railway can view the exhibition, which portrays the history of Ingrow's village and railway, the life of the coach, railways and animals, and some of the work that has been carried out on *Bahamas* over the last four years.

So, 2018 looks set to be bigger and better for the audience development team and we look forward to the challenges ahead.

June 2018 marks the end of the HLF funded audience development project, but we are determined to maintain all of the good work achieved so far, and which we intend to continue for many years to come.

As always if anyone is interested in joining our audience development team please contact Debbie Cross on [deborah.cross@ingrowloco.com](mailto:deborah.cross@ingrowloco.com).

Debbie Cross



*Some of the enterprising members of the Science Stars Science Club get to grips with one of the entertaining experiments in the Learning Coach, during a club meeting in June 2017. photo: Debbie Cross*

# Volunteer Co-ordination

You may remember reading in the last edition of the Journal that the BLS was looking for someone to take on the new role of Volunteer Liaison / Co-ordinator. I subsequently expressed an interest and found that the role has not yet actually been defined!

To some extent it is up to me to shape the job, but input from other members is essential to help me get it right. I envisaged it as a back-office, forward planning, facilitating function aiming to cover the following (not in any order of priority):

- maintain an overview of rostered activity, keep in touch with all rostering officers & circulate information to all volunteers,
- maintain a contact list of all volunteers & their preferred work areas,
- take on rostering duties myself for some activities / teams if requested,
- be a point of contact & source of information for anyone thinking of becoming a volunteer,
- be sufficiently familiar with all aspects of BLS activity so that I can advise a new volunteer, discuss

his/her aspirations and suggest an appropriate team to meet,

- oversee the first few months for a new volunteer, arranging initial contacts, ensuring that induction, training etc. are arranged, be encouraging, and just 'being there' in the background.

These are just initial ideas, which can be improved upon as I get to know more folk and their ways of doing things. If anyone wishes to contact me with suggestions etc. the best method is probably via email to: amy@oaktex.co.uk

Please note that the other role mentioned in the last journal is still vacant - that is, a point of contact for and providing support and guidance to the Duty Officers if required while they are working in the museum on weekdays.

Amy Baldwin



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## A Request

Our museum at Ingrow is in the process of developing a new 'family friendly' area, which will incorporate a dressing-up section. We are, therefore, seeking donations of adult and child sizes of railway/Edwardian/Victorian clothing and accessories. If you are able to help with this request please contact:

Debbie Cross -  
deborah.cross@ingrowloco.com  
or, Liz Lynch -  
liz.lynch@ingrowloco.com



# Heritage Open Days

Keith Whitmore

Each September sees the annual Heritage Open Days where hundreds of properties and museums open their door to the public free of charge.

Last year the event ran from the 8th to the 10th September. Previously we have worked with the Vintage Carriages Trust, who had registered the Ingrow site with the national event, but in 2017, for the first time, we worked with other partners in Keighley, notably the National Trust's East Riddlesden Hall, and the vintage bus service which operates during the summer between the KWVR and Haworth Village.

The official launch was officiated by John Grogan, the MP for Keighley, together with the Mayor of Keighley. It was attended by ourselves, the VCT and 16 representatives from East Riddlesden Hall. Then followed a bus tour of Keighley taking in East Riddlesden Hall.

John Grogan was on his first visit to the KWVR and paid tribute to the work of all the volunteers and staff, and the manner in which the two museums were presented. He also said how much he was looking forward to the forthcoming 50th anniversary celebrations of KWVR and offered to help if he was able.

Most of the East Riddlesden representatives had not previously visited Ingrow and remarked how impressed they had been. They were particularly interested in creating stronger links with Ingrow, in view of the NT connection with our custodianship of the Coal Tank and the free entry offer to the museum for NT members. It was agreed that we should have a display about the Coal

Tank at the Hall to encourage their members to visit us.

There is no doubt that this partnership has strengthened our relations with the local area National Trust and I shall shortly be having a chat with them about how we can work together.

The national organisers of the Heritage Open Days liked our event sufficiently to describe our approach as 'brilliant', and were keen to feature it on their website as an example of best practice in the way organisations can be brought together to offer more than the usual single attraction.

Keighley's Cliffe Castle have since indicated their interest in being fully involved for the 2018 event.

This year may also see a partnership with Haworth Village for their 1940s weekend. This regular event, which takes place over a weekend in May, draws massive crowds. The village can at times become very congested and long queues for cafes and toilets occur. The KWVR does not organise anything specific relating to the event but many visitors do ride on the trains to Keighley and back. Very few visitors stop at Ingrow during the event.

For some time I have thought that there is a potential for more involvement especially as the well-known feature film *Yanks* was filmed on and around the railway. The idea is to turn Ingrow yard into an American military base and so provide a focus for American re-enactors to gather and a different attraction for railway passengers to disembark from trains at Ingrow.

The potential for displaying American vehicles together with beer,

hot dogs, burgers and 40's swing and jazz bands could be considerable. This idea has been enthusiastically welcomed by many who consider that

a base at Ingrow would give a real additional 'refresh' to the weekend, which will be the 19th and 20th May.

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## The Mail

The Editor welcomes your letters, views and comments on any subject for inclusion in The Mail. Please forward your contribution to: 22 Windsor Street, Barrow-in-Furness, Cumbria, LA14 5JR, or email: [peteskellon@btinternet.com](mailto:peteskellon@btinternet.com)

Dear Mr Skellon

I am writing to say how much I enjoyed Steve Allsop's recollections from the Peak District and prompted many memories.

As a small child growing up in Manchester, I used to wait at Didsbury on the way to infant school to watch the London train, which was usually double-headed by 'Jubilees' on a Friday.

In my teens with a couple of friends, we would often meet at Didsbury station and catch a train into the Peak District for a day's walking. These trips included walking from Buxton to Millers Dale and waiting for a train home, huddled round a fire in the waiting room. Another was walking from Millers Dale to Longstonedale and watching trains as we walked along by the river and then riding back on the railway. Edale usually required changing at Chinley and another walk including watching the smoke from Cowburn tunnel, long after the train had entered.

In my teens I was perhaps too dismissive of the old 4-4-0s that usually hauled the stopping trains from Sheffield and looked forward to changing to a 'namer' at Chinley to complete the journey home.

Please give my thanks for the article to both the author and the editor.

Yours sincerely  
David Gurr  
Chandler's Ford  
Hants

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*Steve Allsop has provided an errata for his article about the High Peak, below - Ed.*

*I am told the original footbridge at Marple, to which I referred, was renewed about three years ago for one with lifts.*

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## Sir William McAlpine

As this issue goes to press, it is with great sadness we report the death of our Patron, Sir William McAlpine. Bill was a supporter of our Society and member for many years.

He is, of course, well known as the man who brought *Flying Scotsman* back from the USA, but his influence was much wider. He was President of the Transport Trust, Chairman of the Rail Heritage Committee, and also a figurehead for other group in transport heritage, not just railways.

It was a great day when Bill and

Judy were with us in 2013 for that special day with the Coal Tank, a loco which he much admired. Following this visit we asked both Bill and Judy to become joint Patrons. Without any hesitation they both agreed.

Our thoughts are with Judy and the family at this sad time.

On Sunday 11th March, during the KWVR gala, the Coal Tank carried a wreath in his memory. Bill's legacy and his passion for steam will live on. We hope to see Judy with us in the not too distant future. KAW

