

ER COM

April 1 P&P report

April suggest advertised 2 PMV at ELR, prob that they are to go away

Howard obit to Melanie as P&P early (PE/mail re KWVR plansRH/RSG)

April 18 obit for Glenn for P&P ER/PE

RSG wanderings 51218 67-69 to Paul Brunt

May 12 Flickr/Youtube L&Y van at KESR

May 18 1008 photos

May 20 PE ELR plans and KWVR docs

June 1 KWVR indicate may reopen late July

June 13 work on 957 to resume

June 16 PE re Northern carriage cleaning

June 16 Andy Booth radial models to Horwich Heritage centre

June 21 start discussion 19 & Callum

June 24 Nick Bennett email

June 25 saloon 12 discuss

June 25 general agreement to restoring 19 at ELR

June 26 list of work on 19 from RSG

July 2 exchange Tracey P and RSG re contract work on 19

July 2 957 hydraulic test OK

July 7 PE and TE re carriage cleaning on resumption

July 12 start discussion on lifting 1474

July 25 list of expected work on 19 from Callum

July 29 RSG proposal for fitting CWA on 752, we buy kit, ELR fit

July 30 752 CWA proposal agreed Lee Kenny and quoting together with 19 quote

July 31 RSG re David Ward letter in SR re 1008 boiler being left with water in

ER LY

20/03 prepare to use teams also set up Freeconferencecall.com

20/03 meeting cancelled

23/03 initial 19 evaluation good

23/03 upd website for cov1d19

30/3 assisted Charity Comm with prototype new charity web display

2/4 ER expenses claim agreed

4/4 Howard Malham death

17/4 colour photos of horwich 1963

20/4 death of glenn foxley

1/05 agreed extra sheet in ont re latest devs and seeking stewards

27/5 approach noel re carriages reply approx. 3/6 ok 1474 if sorted but not 6wl due to cleaning reqs etc

28/5 response Noel that 279 would be restricted also 1474 subject to repairs

29/5 KWVR may work on 1474 to be ready

30/05 Winters and Jim H evolved solution for 1474 coil replacement

1/6 ONT out

7/7 winters preparing to lift 1474 on Oxenhope jacks

9/7 Noel H sent details of use of carriages August and Sept with arrangements re supervision, cleaning no liquids and all not left out in open

9/7 and 16/7 winters confirm stewarding arrangements

17/7 winters lifting 1474 with old gear and crane now

19/7 winters 1474 all springs complete and adjusted, start investigating brake blocks

21/7 PE poss mod 1474 brakes to BR Mk1

21/7 winters and D Boyes agree blocks OK for present

23/7 winters, stall moved, standard stickers to be applied to carriage windows

23/7 S Middleton confirms his saloon mod to BR Mk1 by Wendy Anderson

26/7 winters more info on brake shoes and PE long email

2/8 J Reddyhoff timetable for moving gear and lifting 1474 at Haworth, also OK to travel to Haworth with handbrake disconnected

TR LY

19/3 cancelled meeting and played around teams also evaluate free group calling

20/3 some of 1474 springs fitted

21/3 content of running agreement for 752 ELR

31/03 P&P report sent but not used

24/5 agreed supplement ONT content

1/6 ONT issued

5/6 confirmed axlebox maint mainly KWVR responsibility

16/6 further approach Noel re carriages, no continuous sanitising

24/6 circulated further suggestion for Noel

25/6 1474 now in white shed

27/6 suspension 1474 retaining parts received total cost £1600

30/6 1474 material certificates and drawings to S Boyes

5/7 pistons removed 19 at ELR, seem OK, notes about trial steaming at KWVR

7/7 winters KWVR to restart 15/08

8/7 discussion about frame for 12 including wooden frame with recycled parts

14/7 PE identified alternative method of lifting 1474

16/7 discussion on 1474 batteries and power consumption, agreed manageable

17/7 957 passed hydraulic

22/07 agreed offer free use of 752 to ELR when they resume 01/08

25/07 detailed discussions start on 752 CWA

26/07 detailed discussion start on 1474 brake blocks and number required

1/8 agreed further light fittings for barken end 1474

4/8 JH quote brake block mould for 2 £950 plus VAT, each block 50 plus VAT

12/8 1474 lifted at Haworth, main problem centre casting loose, temporary fix, results of examination received from J Reddyhoff

15/8 752 used on RELR service re failed 80097

18/8 agreed Jim H to purchase preferred pressure reducing valve for 752 CWA

27/08 Jim H confirming ELR received spec for 752 CWA

28/08 J Reddyhoff only approves 1474 for existing use August/September and no more, start discussions about relocate bogies elsewhere for repair

30/08 752 to be taken out of service to sort gland/piston leaks by skim piston rods and new glands

30/08 further review costings of 19 repair due to high figures received

3/9 request from Matt Hainsworth for Trust to be custodians of 2 L&Y wagons, after discussion not agreed, Brake and box van (in 2021 confirmed at KESR) Brake to be on loan, box van donated.

3/9 after test Jim H found that lights in 279 cannot be controlled from 1507

6/9 RSG circulated ELR 752 running agreement with observations

6/9 agreed Club Car 47 to be relocated to VCT to make space at Oxenhope and fill space vacated by Chatham

14/9 detailed work proposals 1474 received J Reddyhoff

16/9 Jim H ordered components for 752 CWA

17/9 Noel H confirms plans for use of carriages through to Santa and Xmas

23/9 recent discussion about 1474 bogie rework concludes that whole vehicle should be sent away as cannot be handled at Oxenhope

28/9 circulated proposals for AGM postponement to future date but circulation of formal report and accounts that would be filed with Charity Commission, accepted as part of newsletter

1/10 agreed that ELR best option for work on 1474

2/10 fit extra battery charging socket to 1507 to assist KWVR operation

2/10 reports around KWVR that Trust moving all items to ELR, agreed text to submit to next suitable KWVR Bulletin

4/10 agree Reid Transport to transport 15=474 to ELR at £1750 plus VAT

4/10 start drafting newsletter re defer AGM and raise funds 19 and 1474

12/10 ELR confirm Reis available to move 1474 on 22/10

12/10 set up Zoom meeting with J Reddyhoff 14/10

15/10 issue newsletter defer AGM and raise funds 1474 work and 19 boiler exam

22/10 1474 left Ingrow at 1900, stop at Birch services overnight

23/10 1474 arrived Buckley Wells early morning, shunted by 752 into C&W workshop, add to Trust insurance while at Bury at £75000

23/10 752 piston/gland repairs appear total success

26/10 agreed text to go to Steam Railway with Callum photos of 1474/752

28/10 752 scheduled to shunt diner set, trip to Heywood and bank 1300 to Rawtenstall

29/10 discussions start on provocative letter in Push & Pull from DAP

1/11 mew National Lockdown

2/11 first contact Matt Stroh re Keighley Town Fund project. Preceded by direct contact with Gordon Massey and Ian Holt by DAP

16/11 outline estimate from Lee Kenny boiler removal 19 at 1600 plus vat, NDT at 750 plus VAT, agreed go ahead and then review full restoration when results known

17/11 further information on Towns Fund project from Matt Stroh

17/11 Noel H confirming plans for Santa and Mince Pie Xmas/New Year trains using 1507 on both and possible 279 on Mince Pies, suggested OK provided assistance dogs only and no feet on seats, also will be kept under cover afterwards

22/11 request for Push & Pull report, start collating response to letter in previous issue

25/11 approved bills £85 1474 insurance and Transport Trust subs £60, 752 CWA valve £704.03

27/11 mew COVID tiers announced, KWVR and ELR Santa running in doubt

28/11 agreed ELR to go ahead with 19 boiler removal and NDT

29/11 agreed content of membership renewal form to go out with ON TRUST

2/12 agreed report for next Push & Pull

3/12 KWVR approved for Santa running, ELR prevented from running

4/12 following Towns Fund discussions sent proposals for carriage shed to Matt Stroh

5/12 final wording of Push & Pull letter response agreed

6/12 Noel H confirmed first Santa went well with 1507

7/12 agreed further stamp stock purchase by Robin £65

11/12 start discussion about wear on 1474 wheelsets and possible replacement with BR M11 type subject to suitability of journals

14/12 response M Stroh re Town Fund with small reference to accommodation proposal

18/12 P Eastham contact with J Reddyhoff re 1474 work at ELR

21/12 ELR confirm 1474 work to progress significantly from new year

24/12 response J Reddyhoff including use of existing wheelsets short/medium term solution and notes about using BR Mk1 sets

24/12 ELR cancel post Xmas services

29/12 ELR advise that may be able to make pattern for 1474 brake block castings, overall agreement to pursue this course, ELR would meet cost of and retain pattern

30/12 Town Fund fine detail including L&Y original proposals published in KWVR Bulletin

3/1 agreed content of mailshot to be issued covering KWVR approach as asking for their responses

4/1 defer further response to M Stroh until further responses from mailshot

4/1 National lockdown 3 announced, KWVR and ELR services suspended until further notice but repairs can continue subject to satisfying lockdown rules

7/1 agreed content of Trust response for next Push & Pull re previous issue letter

7/1 RSG response to M Stroh on a personal basis about related points on Town Fund proposal

7/1 RSG contact with Trevor England/Keith Whitmore about Ingrow developments

7/1 agreement that discussion about Ingrow with VCT and BLS could prove useful

7/1 752 in list of top 10 projects of 2020 for votes in STEAM RAILWAY

8/1 copied around email T England to RSG copy K Whitmore on Town Fund proposal

8/1 steam shut off valve on 279 may need attention due to steam leak

11/1 ELR confirm they can arrange 1474 brake blocks at approx. cost 1000 plus VAT using their in-house pattern maker, no objections so far

11/1 BLS may be making independent bid to extend Ingrow shed towards station

12/1 agreed 8 bolster springs on 1474 to be replaced by ELR, obtain from Hanson Springs, cost approx. £1325 plus VAT Spec available on drawings from LYRS.

12/1 email PE confirming that 1474 ultrasonic testing unlikely required re low speeds and J Reddyhoff confirmed difficult due to larger grain structure than more modern material

14/1 meeting J Reddyhoff and J Valentine at Oxenhope cancelled re weather

15/1 R Reddyhoff checking if thinner tyres are acceptable for running – after roll over removed

15/1 752 passed cold boiler insurance exam

17/1 19 boiler blasted and painted

18/1 agreed ELR add bushes to auxiliary spring holders due to wear

21/1 Tube wagon available at ELR to use as chassis for Saloon 12, to progress via RSG

22/1 general agreement to use 51218 tubes for 19 if same size, paperwork still available

23/1 bogie parts and wheelsets of 1474 blasting completed

25/1 agreement to progress quoted work on 19 on basis n further work on 51218 and may use parts from 51218 such as tubes, invoicing monthly

26/1 remaining brake rigging components for 1474 delivered to Bury

29/1 HRA initial invoice and Marsh Commercial Insurance fact find circulated for approval

30/1 email J Reddyhoff re continue with 1474 wheelsets subject to calculations

4/2 ELR bill £1750 plus VAT £2100 received, delayed via sending to Haworth, stated for moving Pug but actually for Reid moving 1474, circulated for approval

5/2 STEAM RAILWAY features KWVR original Towns Fund proposals

5/2 1474 tyres marked 1932 and axles 1949

5/2 RSG proposals for ZOOM meeting with Matt Stroh

6/2 response Gordon Massey re Towns Fund with subsequent emails in circulation

13/2 agreed additional HRA subs bill £129.00

15/2 received ELR bill for 1474 work dated 1st Feb 5745.42

17/2 Bill for work on 1474 not agreed until receive breakdown via Lee Kenny (new 3249.11)

19/2 Approved bill £1037 for work on 19 issued 25/01/2021

20/2 Matt Sheard of KWVR enquiring when 1474 likely to return

22/2 approved Push & Pull report content

23/2 March Commercial insurance quote received and circulated, 19 not included total £3104, would be £200 plus 12% for 50k on 19. Confirmed we could temporarily change 1474 from static to operational for a few trips on ELR when complete

25/2 PE completed frame repair on 1507 loose door hinge, plan to review other sticking door when 1507 in workshop in March

26/2 RSG conversation with Nick Bennett KWVR, LYR stock not to be used for Railway Children Return filming

28/2 Lee Kenny ELR conf to RSG that 1474 unlikely to be ready before June 2021, RSG conf to Noel Hartley at KWVR

3/3 Bill for replacement bolster pin received from Jim Hindle circulated for approval £410

4/3 UK Budget publicity states Keighley not successful with Towns Fund bid

6/3 breakdown received Lee Kenny for 1474 work February 2021 £3249.11, circulated

8/3 query varnishing to be done at ELR on 1474 – Lee Kenny to supply quote

8/3 RSG response to M Stroh at KWVR re Towns Fund proposals

12/3 KWVR Bulletin circulated confirming that Towns Fund bid delayed was reason for current no-approval and decision expected hopefully May – apparently as presented via Bradford

16/3 new bolster springs for 1474 arrive at ELR, inspection certificate supplied

17/3 ELR advise that body mounted side bearers in need of replacement

20 and 21/3 agree content and wording for members update, not including detail of work carried out on 19 and 1474 or potential future appeals