

VCT News

Spring 1984

VINTAGE CARRIAGES TRUST, Haworth Station,
Haworth, Keighley, Yorkshire, BD22 8NJ.

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Covered Accommodation?

To quote from the 1982-3 Annual Report of the Area Museum and Art Gallery Service for Yorkshire and Humberside (of which, of course, VCT is a member): "Museum collections are held in trust for the public in perpetuity. They should be handed on to the next generation in as good as, if not better, condition than that in which they were received. It is essential that all members should recognise their important role in the preservation of our natural and cultural heritage..."

That means US, folks! Leaving historic coaches outside for Pennine Winters (let alone Pennine Springs, Summers and Autumns!) is a sure recipe for, at the least, continued expensive and time-absorbing maintenance and rectification work; and, at the worst, disaster. In what must now be considered as the fairly near future, further covered accommodation is essential. Obvious problems include location and cost. However, we must face up to the reality of our present situation and start planning now towards this very necessary covered accommodation. The Secretary would be very pleased to hear any comments or suggestions you may have.

- MWC

Vintage Trains

"Brake Van Trips for members of the K&WVRPS using, as far as is practicable, engines not used on passenger trains (such as 'Sir Berkeley'), along with the older four and six wheel carriages and brake van, will run on..." So stated the Worth Valley Railway leaflet; on the reverse was the timetable for Saturday evening "Vintage Trains", promising Midland Railway 0-6-0 tank engine No. 1708, and that "...vintage rolling stock will be used on these trains".

Sadly, this is not a current Worth Valley Railway leaflet, but refers to Summer 1972. Again, sadly, attitudes have changed since those happy days. A request from VCT to the railway for a "Members' Brake Van Trip" behind "Lord Mayor" was recently turned down. Apparently regulations demand that any locomotive used for such a trip has a power brake. "Lord Mayor" (and surely also "Sir Berkeley"?) has but a hand brake.

So, unfortunately, this is one "festoon trip" which VCT cannot offer its members, even if restricted to those also having K&WVRPS membership. However, the day should not be too far away when at least two of the Metropolitan coaches will be available: can we look forward to occasional Saturday evening "Vintage Trains" once again? Possibly the fares might have to show a slight increase on the "Oxenhope-Keighley 40p return, 30p single" of 1972!

- MWC

Train Spotting, Vintage Style

Vernon Smallwood has sent me a "preview" of a fascinating article he is preparing for the railway press, about train-spotting during the 1920's and 1930's in the area around Haydock, Earlestown and Warrington: inevitably "Bellerophon", along with its stablemates, features in the reminiscences and Vernon has suggested one or two items may be of enough interest to include a brief reference in VCT News. I was particularly interested in his description of the St. Helens-Warrington push-and-pull sets, powered by 0-6-0 tanks (Jinties)... "drawing into the bay platform at

Warrington to connect with the main line expresses, and on the return, nearing Earlestown, these would literally fly up the one-in-seventy Vulcan Bank as if it was on the level. They were two coach trains, open corridor coaches with cane seats".

Memories of ex-LNWR, ex-L&YR and ex-Midland locos on the Liverpool-Manchester line, and ex-LNWR and ex-LMSR locos on the Winwick cut-off; memories of locos leaving Vulcan Foundry; and memories of the St. Helens branch line, with passenger trains usually hauled by LNER J11 0-6-0 T's. Vernon writes, "I also remember the Sentinel coach making its appearance on the line about 1930, also Gresley's articulated six coach sets".

The race days at Haydock Park also bring memories for Vernon, with trains from all parts bringing racegoers to the meetings... ten or a dozen trains were apparently parked-up in a cutting between Haydock and Ashton-in-Makerfield stations. LNER 4-4-0's, 4-4-2's, 2-6-0's, 4-6-0's, some still with their Great Central lettering on the tender sides. It seems that the branch was worked "single line" while the race trains were parked-up.

It is interesting to note that the Haydock Foundry built over 5000 10-ton capacity wagons, two self-propelled steam cranes of 10 and 20 ton loading, and a number of company-built brake vans for main line running on the Haydock Colliery railway system. Vernon also mentions a coach being used to bring Directors from Earlestown and taking them round to the various mines. (I wonder if it is still lurking in the boskage, awaiting discovery by an intrepid VCT carriage-hunter? -Ed.)

The article is inevitably packed with nostalgia and will doubtless stir many memories when it appears in due course. I have included these extracts because writing these articles for the railway press is Vernon's way of helping the Trust "away from the scene" - disability prevents him from being more active - and he generously asks that any publication fees are donated to VCT, and for this we are truly grateful.

- EGC

(Vernon says that he has never seen, or been able to obtain, any facts or photographs of the St. Helens LNER/GCR Branch, particularly any of the LNER 0-6-0 tender locos with the tall "flowerpot" chimney, regular motive power on this branch. Can anyone help? If so, please write to Vernon c/o VCT, Haworth Station.

Passenger, or Goods, or both?

I made the point in the Spring/Summer 1981 issue of the "News" that wagons and vans don't have the same glamorous appeal as coaches and locos, and I added that theirs was a vital role in the early days of railways. I received a letter from Glen Foxley at the time, outlining his own plans for the 1924 Charles Roberts private owner wagon chassis for conversion into a low-side single plank wagon. There was also an interesting letter from Peter Bowen, of Leeds, who made the point that suitable wagons can give a preserved line a distinctive company and period flavour. But he also emphasised that, at that time, the traditional wagon was one of the few remaining links on BR with the steam railway, pointing out that pre-nationalisation wagons were rarely seen in general service. Departmental DM's and DE's were being ousted by DB's, standard wagons taking over from "company" - often wooden bodied-wagons. Peter also made an interesting observation that, for a Midland branch, there is precious little in the way of LMS freight stock on it, and that something like a 3-plank open wagon would be worth preserving since it is a useful type for engineering work.

So, should we be casting our eyes on one or two suitable "company" wagons or vans before it is too late? It should be remembered that if we were to add one or two goods vehicles to our collection, for preservation and running, we would not be able to get grants towards restoration if it was intended to use them in day-to-day

railway operations. However, we do have motive power under our wing now: our constitution allows us to add "other items of rolling stock and associated equipment" - and it would be logical for the Trust to add a representative wagon, van and brake van to the collection.

Of course, having got a vehicle in our care it has to be looked after. At the time I raised the point about goods wagons, Peter expressed interest in contributing to a fund for preserving a goods wagon. Unfortunately, due to a sudden spell in hospital, along with an "op", I was unable to take the idea any further, but a recent announcement by BR locally that "... We are withdrawing from domestic coal and wagon load only traffic from May to concentrate on company freight and Speedlink..." suggests that now is the time to look for suitable vehicles before it is too late. Have we any members who would be willing to support such a move actively?

If at first...

- EGC

Well, you all know the rest of the proverb. To raise a little money for VCT, Clare Baldwin planned a slide show/film evening at the "Fleece", Haworth - only to find that a Rival Organisation had planned an identical event, also at the "Fleece", within two weeks of her planned event!

However, undeterred, she is now planning towards this happening some time over the Autumn Enthusiasts' Weekend: Rival Organisations please note!

In passing this information to me, Michael has asked me to include our thanks to Clare for organising fund-raising via the "Webb Ivory Christmas Catalogue". Unfortunately, she did not get as much support as this scheme deserved: would anyone planning ahead and wishing to help her for next Christmas please contact Clare c/o VCT, Haworth Station.

- EGC

ARPS "Year of the Coach"

We must congratulate Chris Smyth on his elevation to Board membership of the Association of Railway Preservation Societies Limited. Inevitably he acquired ARPS responsibilities - including those for ARPS "Year of the Coach". This means that VCT had better enter something: in fact we are entering three coaches - the nine compartment Met., the GN coach and the "Chatham". Hopefully judging will happen after the summer repainting and revarnishing programme has been completed.

- MWC

And while we are on with congratulations, I am sure all members will wish to be associated with ours, which are also going out to Chris Smyth, and Susan, on the occasion of their recent marriage.

- EGC

VCT Tie

Anyone interested in a possible VCT necktie? Views on the subject will be welcome. Let the Secretary know if you are interested.

- EGC

"Shell" money

If anyone is accumulating non-fitting halves of the Shell "Make Money" promotion, how about sending them to the Secretary (Michael Cope), so that, if they fit some of his that won't fit, he can give any proceeds to VCT?

- EGC

Possible MSC Scheme for VCT?

Please contact Chris Smyth, c/o Haworth Station, if you may be in a position to co-ordinate a possible Manpower Services Commission scheme for work on VCT coaches or locomotives, or know of anyone who might be interested.

- MWC

Rolling Stock Notes

It has been a very quiet period on coach restoration since the last newsletter. However, we had had some quite major success, notably with Southern built Chatham Corridor Brake Third. After some weeks on the very hard task of removing the old canvas and resin finish from the roof, filling undulations in the timber sub roof and sanding smooth, we were getting very close to the Santa deadline. However, the new covering of nylon reinforced PVC was fitted without much difficulty once the "knack" had been sorted out. Then came the quite long job of fitting the new gutters. These were made deliberately wider to help solve the problem of water penetrating the sliding lights in the compartments.

As you probably know, the Chatham took to the branch on the first Santa Sunday, admittedly not quite finished, but the roof and guttering were fitted, with the guttering in undercoat. After that first Sunday it stood outside in the yard through some very bad weather, so you can imagine our delight as we found that, through it all, no water had penetrated at all, and as this was the "Guinea Pig" for a project, we are now able to go ahead with roofing other vehicles in our fleet.

The other outstanding job on this vehicle is the renewal of oak matchboarding to the corridor, due to curling of the original boarding. The new boarding is now on order. When this job and the guttering is finished, will this coach be our entry for the ARPS year of the coach?

Work on the Bulleid TSO has seen some progress. Another panel has been fitted, woodtreat has been applied to the rest of the wood frames, and work on the polished woodwork has seen some progress.

Work is continuing on the window surrounds to the First Class Met. This is a very time consuming job, taking a lot of patience.

The Third Class Met. does look to be requiring some attention to the roof due to a breakdown of the covering at gutter level, and as we have had some success with the Chatham roof it would seem sensible to give this vehicle the same roof treatment before the problem gets much worse.

The only other vehicle to see progress has been on the Manchester, Sheffield & Lincolnshire Tricomposite Four Wheeler. After some anguish over transport, this vehicle has finally left the Haworth yard, and is now at Carnforth having work done to complete phase 1 of its restoration.

- JD

From the Chairman's desk

The first thing to note is that the Chairman's desk has moved once again, the third time in four years! It can now be found (along with the newly-married Sue and Chris Smyth) in Knutsford, Cheshire.

Those of us involved in railway preservation get rather too close to our own pet project, and the winter is a good time to stand back and take stock. 1983 was a good year for the VCT: we made a reasonable amount of money, increased it substantially with grant aid and tax refunds, and invested the lot in our coach and loco "float". Now we need to do the same or better in 1984!

Yes, you've guessed it! The follow-up is an appeal for your assistance. VCT is a small society, and many of our members already have other commitments on the Worth Valley Railway. Last summer we had considerably difficulty in keeping the Relics Shop on Keighley Station open: sometimes it was only opened by those who should also have been progressing restoration work. Do you know anyone who could help in 1984? Even for just an odd day or two? No special

experience or agility is required. Worth Valley steam and BR diesel trains pass the door, there is a new gas fire and you are allowed to read the stock! (See also note from the Secretary. -Ed.)

New members for the restoration team, or to assist with "admin" or at exhibitions, would be equally welcome. VCT may have been in existence for "a year or three" but there is still plenty of work to be done. Do make the effort to get in touch, either at the railway or by writing to the Secretary, VCT, c/o Haworth Station.

-CGS

Subscriptions

Members are reminded that subscriptions (£1.50) were due on 1st January, and should be sent to the Membership Secretary, c/o Haworth Station.

- SJ

Problems... problems... problems!

Unfortunately the state of the Worth Valley Railway's "Sales and Stations" roster for this coming period is such that Bill Scott has only been able to roster staff for the VCT shop for one day out of the twenty four operating days of the next two months, March and April. These, of course, include the Worth Valley Spring Enthusiasts' Weekend (7th and 8th April), as well as Easter. This is very bad news for VCT because the shop represents our major source of income. We have big expenses looming; we need the money - urgently! If you can help by looking after the shop for even one day, would you please contact Trevor England soonermost?
c/o VCT, Haworth Station.

Looking after the shop can be a pleasant and reasonably unrushed job. As Chris Smyth says, trains pass the door and you can read the stock! (If we fail to staff the shop on a regular basis we will be forced to hire someone to look after it - and we don't want that, do we?)

- MWC

More problems...

Quite a lot of VCT coach painting is planned for this summer. This should include a complete external repaint and some internal work for the Chatham; maybe a revarnish of the GN; some work on the Mets; and as much "lining out" as we can afford. Unfortunately the man we had in mind to do this is no longer available (he got a full-time job).

We now seek someone else: do you know of anyone suitable? Or are you interested yourself? Three levels of payment are possible - (a) nil, as a volunteer, (b) the very modest payment (which, however, may include travelling expenses) allowed without loss of Unemployment and/or Supplementary Benefit to those currently unemployed, or (c) commercial payment. The required standard is "Good Competent Workmanship" rather than "Museum Standards". Hours to suit! Note that because VCT is a Charity there is no benefit restriction on any unemployed painter working for VCT under (a) or (b) above. If you can help, or know of anyone who can help, please contact me c/o Haworth Station, Haworth, Keighley, Yorkshire BD22.

- Michael Cope

"Bellerophon" progressing, but...

Please read and, if you are able, action my separate letter enclosed - that's the one with the "tickets to ride" and the "Bellerophon" sticker. "Bellerophon" is progressing very steadily - but it would be of very great help if we are able to accelerate progress by taking up this offer.

Also: Terry Sykes appeals urgently for assistance from any skilled machinist, skilled fitter, or unskilled dogsbody (or dogsbodies). "Bellerophon" is now very much at the "putting back together" stage, but progress is being slowed by lack of assistance, both skilled and unskilled. If you can help, or know of any who can, please contact Terry direct at Chapel House, Holme Lane, Sutton-in-Craven, Keighley, telephone Crosshills (0535) 33195. For anyone at present unemployed, travelling expenses and the modest payment legally allowed without loss of benefit may be available. As VCT is a Charity, there is no restriction on anyone normally employed within engineering, but at present unemployed, working on "Bellerophon". The loco could steam this year: but only with a little more help!

- MWC

Hopefully, a few more problems!...

Our intended purchase of the lase of No.5 Mill Hey has met considerable delays, but at the time of writing looks as if it could proceed in the fairly near future. This is the former building society office in front of No.3 Mill Hey, next to Haworth Conservative Club and close to Haworth Station. All being well, we should be able to open this as our Haworth Sales Shop quite soon. Obviously, volunteer assistance here would be much appreciated. There is also the possibility of one or more temporary part-time paid jobs based here. This will include weekdays as well as weekends, in particular to cover the weekdays on which Worth Valley trains are running. Duties will be primarily concerned with sales, but will include some VCT general administrative and other duties. Would anyone interested please contact me as soon as possible as appointment(s) may have to be made at short notice.

- Michael Cope

Let's celebrate!

The Association of Railway Preservation Societies is holding its Spring 1984 meeting based on the Worth Valley Railway on the weekend of May 19th and 20th. VCT is, of course, a Full Member of ARPS and intends taking part in the weekend's activities. This will include giving a small sherry reception in the Bulleid coach latish on the Saturday morning. All VCT members are invited to this, to take a glass of sherry and maybe a biscuit with the ARPS delegates on this occasion- the only condition being that we all tell ARPS how good VCT is!

There will also be a limited number of seats available for the ARPS Dinner to be held in the "Super Train" on the railway on the Saturday evening. This is a proper meal, with catering by Chris Munnerley and his team - cost, about £8. As stated, limited numbers only - if interested please contact me.

- MWC

Finally... "Thanks!"

For all the donations recently received, whether of money or material. This includes magazines donated, and the tin of $\frac{1}{2}$ p pieces (all 925 of them!). All much appreciated - thank you very much.

- MWC

New Format

As an experiment we have produced this issue in A5 "magazine-style" format as it is more economic and enables us to give you more news, and we hope it will appear more attractive than a typewritten sheet. If the majority of members approve, we will keep to this style but your comments will be welcome.

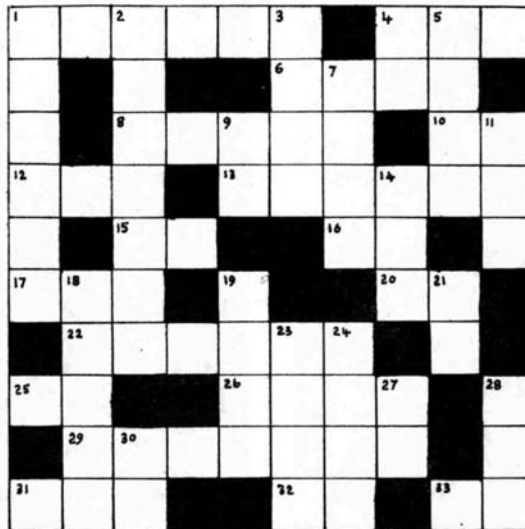
- Editor



John Downs has sent us photographs, reproduced here, of work in progress on the S. R. "~~Chatham~~ Bullied" coach.



VCT Crossword - just for fun!



Across

1. Find it in Calais, even in Oxenhope!
- with 28 down it looks brighter!
4. Over the hills the Calder Valley way - historically.
6. Hutton's is by the banks of the river Derwent.
8. Holder, in the Saddle Tanks Fund?
10. Short reference, to 1947 railway management?
12. It's a Mite different, on the Ratty!
13. It must be a WD 2-8-0 if it is this!
15. Initially, a regal region.
16. Abbreviated reading, for 1950's rail enthusiasts perhaps?
17. Circuitous route initially.
20. Exercise abbreviated conveys a privilege.
22. The LMS had a newspaper with this "vital title".
25. Toothpaste, or an electrifying railway?
26. Gives the loco wheels the slip.
29. Please! on the way in or out.
31. In spite of Henry, George, and Douglas, engines and ships get called this.
32. Oh! In the end we lost it, second class.

33. A good exercise in this department shortly

Down

1. Black smoke? Not good this.
2. Once great, now on its own but in the region of being larger.
3. Titled person, once seen in a Mid-Wales town.
4. SCR lost in the end!
5. Hudson's choice.
7. Refrigerated vans for this, remember?
9. No direct connection with 25 kV.
11. Abbreviated cost exercise gives SNCF region.
14. Early turn in the winter and there's one in the air.
18. Throw it around with another glance.
19. These wagons, glass lined? Must have a lot of bottle!
21. Short thanks in these parts.
23. The VCT will this in the Globe Hotel, no doubt.
24. What a mix up! Teas at the cafe?
27. In Italy, initial railway appearances.
28. See 1 across; what, no comma?
30. French company, and Irish railway, lose their heads, that is.