

VCT NEWS

MAGAZINE OF THE VINTAGE CARRIAGES TRUST

HAWORTH STATION, HAWORTH, KEIGHLEY BD22 8NJ.

NO. 22

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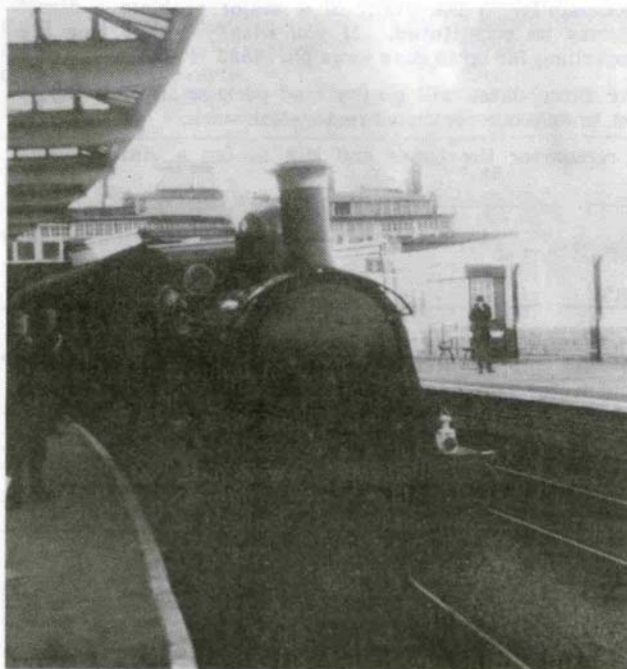
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EDITORIAL.

I would like to thank everyone for the favourable comments I have received for the last "news", and I hope you will enjoy this issue just as much.

This issue celebrates the first passenger train on October 5th of the Trust's one hundred and eleven year old steam engine, "Bellerophon". Details and a log of Bellerophon's timings and speeds can be found on Page 3.

John Brailsford.



"Bellerophon"
in steam on
October 5th.

Trevor England.

VINTAGE PASSENGER TRAIN SERVICE.

Friday 27 December Monday 30 December Tuesday 31 December

Make a note of these dates, for on these dates "Bellerophon" will be hauling a passenger train for three full line trips on each day.

The timetable will be as follows:

Oxenhope dep.	12.30	13.55	15.20	Keighley dep.	13.10	14.35	16.00
Haworth dep.	12.36	14.01	15.26	Ingrow West	Q	Q	Q
Oakworth dep.	12.39	14.04	15.29	Damems	Q	Q	Q
Damems	R	R	R	Oakworth dep.	13.24	14.49	16.14
Ingrow West	R	R	R	Haworth dep.	13.29	14.54	16.19
Keighley arr.	12.55	14.20	15.45	Oxenhope arr.	13.35	15.00	16.25

Q On request to the guard or on a clear signal to the driver, these trains stop at Ingrow West and Damems 4 and 7 minutes after departing Keighley.

R On request to the guard or on a clear signal to the driver, these trains stop at Damems and Ingrow West 3 and 6 minutes after departing Oakworth.

"TICKETS TO RIDE" will be honoured on all three days. These should be surrendered at the booking office. Passengers not holding "TICKETS TO RIDE" may purchase tickets from the booking office.

Special fares will be as follows:

£2.00 full-line return from any station, other intermediate fares available on request.

Please tell your friends and do come along!

Whilst every effort is being made to ensure that this one hundred and eleven year old locomotive will be in steam on these dates (and we are confident that Bellerophon will work successfully) in the event of a major problem a diesel railbus or similar service may be substituted. If you wish you may ring the talking timetable before travelling for up to date news on: **0535 43629**

All ticket monies on these three dates will go (by kind permission of WVR) to the Vintage Carriages Trust to help our continued restoration work.

So remember the dates, remember the times and join us for a vintage train ride this Christmas.

Michael Cope

"BELLEROPHON" REPORT.

Another notable day was Saturday October 26th, Bellerophon on works train pulled approximately 130 tons out of Keighley with little effort. The only drawbacks are its coal and water carrying capacity, but these are not a great problem.

Bellerophon is to be used on as many works trains as possible up to Christmas so that we can run the loco in and find any problems before the Christmas Service. Steam heat will be provided!

Mick Todd

Press date for next issue - March 10th 1986.

The following log is of Bellerophon's first passenger train operation on Saturday 5th October 1985. Compiled by Derek Wilson, to whom we are grateful.

HAYDOCK COLLIERY 0 - 6 - 0 WT BELLEROPHON.

Miles	Place	Arr.	Dep.	Speed
0.00	Oxenhope		0.00	15½ *
1.15	Haworth	6.39		
1.15		6.39	5.45	
0.00	Haworth		0.00	14½
0.90	Oakworth		3.54	9½
1.45	Damems Junction		6.22	
1.70	Damems		8.03	9
2.45	Ingrow		11.45	
3.70	Keighley	17.23		
3.70		17.23	16.00	
0.00	Keighley		0.00	17½
1.25	Ingrow		5.40	16
2.00	Damems	9.36		
2.00		9.36	8.00	
0.00	Damems		0.00	12½
0.25	Damems Junction		2.02	14½
0.80	Oakworth		4.41	22
1.70	Haworth	7.46		
1.70		7.46	7.40	
0.00	Haworth		0.00	23
1.15	Oxenhope	4.49		
1.15		4.49	4.45	

NOTES:
Driver - J.Morris
Fireman - S.Bray

Load - 1
Metropolitan
Brake Coach
Tare - 30 tons
Gross - 34 tons

5/10/1985

* The 24 second stop before Haworth was at the Shed to collect equipment for adjusting the loco whilst in Haworth Station.

INSTANT MEMBERSHIP

Instant membership of the Vintage Carriages Trust is now available at our shops at 5 Mill Hey, Haworth, and at Platform 4 on Keighley station.

VCT COACH REPORTS.

Midland 6 Wheel Coach.

In the last issue of the "News" an error was made in this section. The report for the Great Northern 6 Wheel coach was in fact that of the Midland 6 wheel coach outside Oxenhope museum. It still remains as last reported, but it is hoped to tidy up the exterior in 1986.

Great Northern 6 Wheel Coach.

Currently in Oxenhope museum. Quite a bit of work has been done to the internal woodwork. When funds are available it is hoped to re-cover the roof and shot blast the underframes.

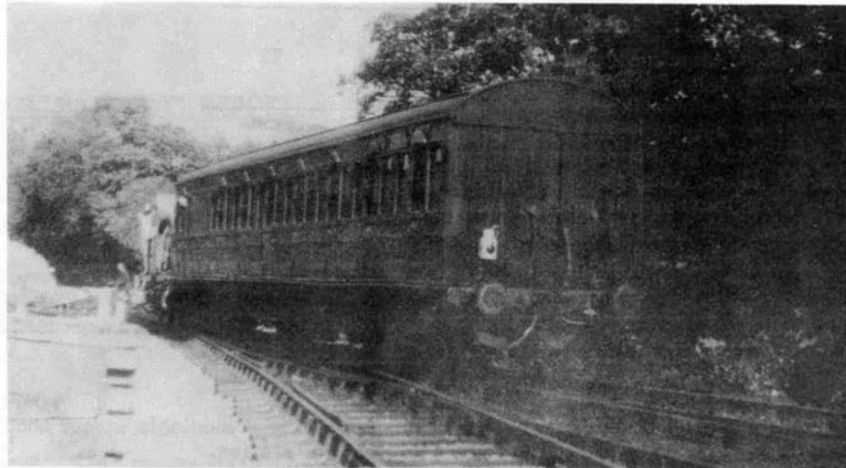
MS&L/GCR 4 Wheel Coach.

The Manchester, Sheffield and Lincolnshire trisomposite 103 is now the Great Central Railway bicomposite 176 since its recent re-paint by Bob Timmins. This is the earliest possible livery as restoration to varnished teak could not be achieved. By the time the Great Central came into existence, the second class had gone. The compartment arrangement being Third, First, Luggage, First, Third rather than the previous Third, Second, Luggage, First, Third whilst in MS&L ownership. The coach moved into Oxenhope museum on 19th October 1985. We suggest you come and see the completion of external restoration (note the hand painted crests).

We would like to thank Moorview Home Services for their restoration of the coach, and the Area Museum and Art Gallery Service for Yorkshire and Humber for their finance support, and Bob Timmins for the excellent paintwork.

METROPOLITAN BRAKE COACH NO. 427

This coach celebrated its 75th birthday on the 5th October when hauled by Bellerophon for the first time in passenger service. The electrical circuit has been modified and all lights are working again. A local electrician has fitted an electronic voltage regulator which allows batteries to be charged up sooner (i.e. at lower speeds) and he has also by-passed faulty switch gear and renewed some cable. This coach will require some attention during 1986 particularly around the windows.



FIRST CLASS METROPOLITAN COACH NO. 509.

Progress on internal fittings (luggage racks, vents, etc.) and on the window mouldings of the First Class Metropolitan Railway Coach had been good and further work is hoped to progress shortly.

9 COMPARTMENT METROPOLITAN COACH NO. 465

One side is presently being rubbed down and prepared for painting following re-newing of many "mouldings" (made up of mahogany) during 1984. Many thanks to Jack Butterfield for his assistance. Some original teak panels had to be replaced (because of cracking) with marine grade plywood also during 1984. A new roof covering (PVC coated nylon) has been fitted since the original canvas cover was leaking water, and it also improves the appearance of the coach considerably.

Re-newing roof cover gave the opportunity to remove the old bitumen etc. from the gutter moulding. In several places the gutters were completely blocked. All 18 roof vents were also de-scaled and re-painted before fitting back into place. The paint on the edges of the 9 doors and apertures has been removed so that doors on one side no longer jam or stick. The preparation for re-painting is a very time consuming job, although one side is nearly ready for primer the second side has not yet been started. We still hope to finish the outside of the coach by mid-1986. The coach has recently appeared in the final episode of "Sherlock Holmes" TV series.

CHATHAM BRAKE COACH 3554.

Since the new rubber section was fitted to the corridor end connection, new internal boarding has been fitted the full length of the corridor below window height, and then varnished. Some interior ceiling panels have been replaced, and all of the ceiling re-painted white throughout. The brake compartment has been completely re-painted including the floor. External woodwork on both ends has been added and painted at roof level and one gutter has (at last) been painted. It is hoped to have the Chatham re-painted externally during 1986 to its former olive green with lining-out around windows etc. The coach is (as usual) available for service. The new roof covering (PVC coated nylon) appears to be good and has not caused any problems.

BULLEID SECOND OPEN COACH NO. S1469S

The setting out of window openings to one side was a very time consuming operation completed during August. The cutting out of windows using a metal cutting saw is now complete. Fixing of sheets to the other side is scheduled for the week after Christmas, and cutting out of windows to follow. This operation should be much easier bearing in mind the experience with side one. The fitting of the glass can then follow. All chromium parts are due back from replating. Visitors to Oxenhope will see a much changed Bulleid from the vehicle withdrawn from service because of fungus.

John Downs, Mike Symm, Trevor England.

NOTICE OF COMMITTEE MEETING.

Would Officers and Members of the Committee please note that there shall be a Meeting of the Committee on Saturday 11th January 1986 at Oxenhope Station Buffet at 3 p.m. As always any members of the Trust are very welcome to attend any Committee Meeting.

MEMBERSHIP SUBSCRIPTIONS.

At the Annual General Meeting on 5th October 1985, it was proposed and agreed that an increase in the Annual Subscription should be made. It is now eight years since the last increase was made, and it was felt that a reasonable increase would allow the Trust to go a number of years before any further increase need be considered. At the same time, it was realised that personal finances are sometimes stretched, and it was decided to formally introduce Senior Citizen, Member's Spouse and Junior memberships at the old rate.

Sam Jennings

RENEWAL NOTICE.

In order to economise on postage, notice is hereby given that membership renewals are due on 1st January 1986, and the rates are:

Full Member - £2.50
Senior Citizen, Member's Spouse and Junior - £1.50

As ever, any donation with membership will be gratefully received.

Working members may find it convenient to pay at V.C.T. Haworth shop at 5 Mill Hey (NOT at the Haworth Station shop please).

COVENANTED SUBSCRIPTIONS.

These produce a tax refund for the trust of 43 pence for every pound at no extra cost to the Subscriber. If you pay United Kingdom Income Tax and are able to subscribe £5 or more by Bankers' Order, please fill in the form which should be enclosed with this issue of V.C.T. News. You can, of course, extend any existing covenants for longer than four years. Last year, nearly £800 tax was reclaimed.

THE POINTS OF KNOWING ABOUT PLUMBING.

Well, after dealing with the steam heat radiator that had fallen off the Chatham and installing (for the first time in W.V.R. service?) a steam heat radiator for the guard in the Chatham and completely rebuilding the vacuum pipe system for the M.S.& L - sorry : G.C.R. and (hopefully) sorting out the leaking main steam pipe of the Met Brake so that we can use it on December 27/30/31 Dave Heaton joined the other (few) members of the Coach (and locomotive) restoration teams in inviting NEW WORKING MEMBERS to join us. So if you hanker after making your mark with the rest of us on the coaches - work currently in progress on the Chatham, the Bulleid, and two of the three Mets - Please join us! Either write to VCT c/o Haworth Station or turn up at Oxenhope Shed and ask for John Downs, Mike Symm, Michael Cope, Phil Kilburn, Pete Eastham - or Dave Heaton. You will be very welcome.

Michael Cope.

REPORT ON BELLEROPHON'S FIRST PASSENGER TRAIN SERVICE

I said that it was going to be a close call for us to be pulling passengers on October 5th but thankfully we achieved our goal.

Bellerophon was timed out of Haworth yard at 11.30 a.m. to proceed to Oxenhope for the Metropolitan Brake and then to return to Haworth yard for 1.30 p.m. for Mr. John Duncan and Mr. Fred West to inspect the loco.

The mechanical inspection was satisfactory except for one or two minor details which have been put right. Next the all important brake tests which consisted of loco and Metropolitan Brake up Haworth loop and at 8-10 m.p.h. we took an emergency stop. We stopped within 40 yards. The same test was repeated with loco only at the same speed with a stopping distance of 39 yards, which proved that the whole train was doing the braking and not the loco or carriage stopping each other. The next test was, back up to Oxenhope and pull 4 coaches out and at 20 m.p.h. do an emergency stop above Bridge 28. The whole train weighed 155 tons and we stopped within its own length. Mr. West and Mr. Duncan were impressed but could we push the train back to Oxenhope? No problem with half regulator and well notched up on the reverser.

To the delight of all of us and especially our visitors from Lancashire, we then did a complete full line trip. My thanks must go to Mr. West and Mr. Duncan for coming to Haworth of such short notice to inspect and pass Bellerophon for passenger service and also to driver John Morris and fireman Stuart Bray for entering into the spirit of the day, and I must not forget our R.O. for the day, David Pearson, for all his help in creating a day to remember.

Mick Todd

AN INVITATION TO VCT COMMITTEE, OFFICERS, WORKING MEMBERS AND FRIENDS.

As you will be aware, Bellerophon will be operating a passenger service on December 27, 30 and 31 to the November Sunday full line timetable.

On Friday December 27 an extra trip will be operated for publicity purposes leaving Oxenhope at about 10.45 a.m. in time to meet the Gentlemen of the Press at Keighley at 11.30 a.m.

All working members of VCT are cordially invited to join this publicity special. So are all friends who have assisted in Bellerophon's restoration. Please spread the word !!

By kind permission of KWVR all ticket sales on these days will go to VCT to assist us in reducing our (quite considerable !) debt. We need to make sure that the trains are full. So would YOU please do your best to publicise the public service on Friday December 27th, Monday December 30th and Tuesday December 31st.

Chris Smyth

OBITUARY.

It is with deep regret that we have to report the recent death of Joe Guest. Joe was a member who was making a useful contribution to the restoration of Sir Berkeley, and he will be sadly missed.

SHOPS

Sales News.

Currently in stock - TOTEMS -	Dalmuir Park	£75.00
	Milnrow	£60.00
	Westgate-on-Sea	£55.00
	Bridgend	£75.00
	Gwell East	£55.00
	Bishopstone	£55.00

Our aim is to have the Haworth Shop open every Saturday and Sunday throughout the Winter with Keighley Shop open every Saturday until the end of February, then every Saturday and Sunday.

Call in and see us! We have a good and ever-changing variety of stock.

DID YOU REALISE THAT VCT NOW OFFERS A MAGAZINE BY POST SERVICE. SIMPLY SEND YOUR WANT LISTS AND A S.A.E. TO OUR SHOP AT 5 MILL HEY, HAWORTH. AND TELL YOUR FRIENDS! WE NEED A LOT OF POSTAL BUSINESS DURING THE QUIET WINTER MONTHS.

Available shortly will be quite a number of the well-known Hamilton Ellis carriage prints, in much better than usual order. If interested, please drop a line to Michael Cope, c/o Haworth Station, detailing your requirements. Not cheap: but very nice order!

A reminder that all members get 12½% or 1/8 discount on all shop purchases - but only if you identify yourself as a member by presenting a valid membership card and asking for the discount. The discount is, of course, available on the tokens and the Hamilton Ellis prints.

Michael Cope

VALUE FOR MONEY.

The Trust aims to produce three copies of VCT News each year giving details of its activities and reports on the restoration of its coaches and locomotives. If you feel we are giving value for money, why not tell a friend.

OFFICERS OF THE TRUST

Chairman	Secretary	Treasurer	Membership Secretary & Covenant Treasurer
C G Smyth	M W Cope	T R England	H S F Jennings

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