

# Vintage Carriages Trust

The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ  
Charity Registered in England No: 510776

## VCT MEMBERS' UP-DATE: AUGUST 1991

Once again, it's been a very busy time for the Trust since our last "Up-Date" (distributed in April, now four months ago). Good progress has been made with the Museum, with the Shops, and with coach and locomotive restoration. "Bellerophon" has seen active use at British Steel, Scunthorpe: "Sir Berkeley" has been returned to steam, in this its Centenary year. Our externally-complete "Chatham" coach has moved to the Bluebell Railway (but only temporarily), with the "Bulleid" coach now in the Museum in its place and progressing gently but positively. This "Up-Date" includes news of all this: also of not one but two special trips behind "Bellerophon" available to VCT Members: of fare concessions: of free entry to a major "Autumn Gala": and of our Annual General Meeting. For further information: read on.....

After a measure of indecision elsewhere, "Bellerophon" has spent a very successful Summer at British Steel's Scunthorpe Works. This followed the Award-winning involvement of this Trust's coaches and the Rutland Railway Museum's locomotive "Salmon" in last year's celebrations of One Hundred Years of Steelmaking at Scunthorpe. This year's rail operations at Scunthorpe have followed a similar pattern to last year's, but this time being primarily for School parties and for British Steel guests and employees - but using two former dmu cars rather than the coaches of last year. This operation gained good publicity in the Enthusiast Press, which in turn led to British Steel arranging a number of extra trips for the general public and for enthusiasts (and incidentally further helped the Trust financially via our agreed steaming charge). "Bellerophon" interrupted his stay at Scunthorpe to return to Haworth to join the rostered locomotives for the Railway's "Friendly Engines Weekend", spending a day on his low-loader at the Scunthorpe Gala en route. At this Gala, British Steel had arranged walkways each side of the footplate - somewhere between 5,000 and 10,000 people took the opportunity to get a Driver's eye view of the locomotive. (Incidentally, British Steel held a "Guess the Weight of the Locomotive" competition - the answer, following running "Bellerophon" over British Steel's weighbridge, was 33.75 tonnes).

Which leads on to the first special trip behind "Bellerophon". British Steel have very kindly invited us to join them (with their compliments) for a tour on the Scunthorpe Steelworks rail system behind "Bellerophon" on Friday 20th September, at 5.30 pm for a 6 pm (sharp) departure. Those who have enjoyed this tour on a previous occasion would agree that this is a "right good do" and strongly recommended. So: if you can get to Scunthorpe for that time (it's a fairly energetic hour and a half's driving from Haworth - check carefully how far Scunthorpe is for you - and allow a little extra time for finding the right spot on arrival), why not join this tour? If you would like to join this special tour, please complete the enclosed reply slip and return it to Philip Walton, at the Haworth Station address. (and not on this occasion to the Secretary, please). British Steel are kindly providing a buffet - again, from previous experience, highly recommended. We are likely to be joined

Member of: Association of Independent Museums, Transport Trust  
Association of Railway Preservation Societies,  
Yorkshire and Humberside Museums Council, Yorkshire and Humberside Tourist Board.

by Members of the Appleby Frodingham Railway Preservation Society: this is the Society which has provided the manpower for "Bellerophon"'s operations at Scunthorpe and which is concerned with the other preservation activities on the Steelworks site. This promises to be an excellent evening: so, if you can get, why not return this form, now?

All being well, "Bellerophon" will spend the weekend of October 12th and 13th on the Gloucester & Warwickshire Railway - this being their Autumn Gala weekend. The Agreement with the GWR allows for free entry for VCT Members over this weekend: so, if you are in that area and would like to see the events of this major Gala, your current VCT Membership Card will allow you free entry.

"Bellerophon" will then return to Haworth in time for us to welcome the Glider Pilot Regimental Association the following Sunday. That afternoon, they are presenting us (or is it "Bellerophon"?) with a plaque commemorating the link with the former Glider Pilot Regiment by reason of that Regiment's Insignia - Bellerophon astride Pegasus. This ceremony is to take place in the afternoon of Sunday 20th October. Please note that date: because Members of the Trust are invited to welcome Members of the Association that day at Ingrow (from about 2 pm onwards) and to join them on a special train on the Railway, to be hauled (~~all being well~~) by "Bellerophon" (~~Ingrow Station: speeches and ceremonial at 2.50 pm, train~~ ~~departs 3.20 pm~~) - and also because that is the day of our Annual General Meeting, to be held in Ingrow Station (complete with blazing fire in the grate) at 5.30 pm that day. Further details (including the formal Notice of Meeting) appear later in this Newsletter.

see  
Late News!

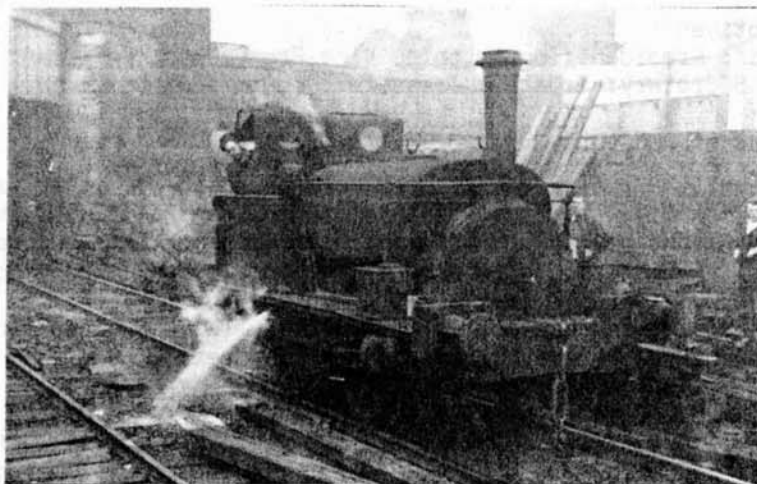
The Railway's "Friendly Engines Weekend" of 8th/9th June was for the Trust notable not only for "Bellerophon"'s appearance as a rostered service locomotive but also because (for the first time for quite a number of years) "Sir Berkeley" was in steam. This was as the result of a lot of very hard work by in particular Terry Sykes but also several others (including our President) who "pulled out the stops" to prepare the locomotive for examination by the Boiler Inspector before that weekend, so that "Sir Berkeley" could properly celebrate his Hundredth Birthday on that occasion. Sadly, in the event the Inspector was not able to examine the locomotive in steam until the Saturday of that weekend, at Ingrow: and it then became obvious that the work on "Sir Berkeley" was very nearly, but not quite, sufficient to satisfy him. This work was so near satisfactory that the Inspector would have allowed "Sir Berkeley" to be in light steam on the Sunday of the "Friendly Engines Weekend", but in the event this kind concession was not taken up. Terry has since calculated that there are 102 separate orifices in "Sir Berkeley"'s boiler - far above the number to be expected in any larger boiler of more modern design, and of which some 58 are threaded holes requiring bolts (which are not easy to make steam tight). Of all these, only four leaked: so although all were disappointed, the main disappointment was that it had not proved possible for the locomotive to be examined before (rather than at) the "Friendly Engines Weekend".

Despite this disappointment, quite a lot was happening in and around our Museum at Ingrow over that weekend. The building itself was decorated, and the attractions included such varied delights as a model railway layout arranged via Jim Pickles; Terry Jackson and his sweet stall; "Lord Mayor" (complete with monocled face) just outside the Museum; "James" (later

complete with face) in attendance; the very successful "guess the weight of Sir Berkeley's Birthday Cake" competition - it was later presented to the Children's Ward at Airedale General Hospital (as pleasingly recorded by a photograph in the "Keighley News": our thanks to Howard Clough for arranging the cake and the presentation); hordes of children, many of whom put their names on "Sir Berkeley"'s giant Birthday Card; the bric-a-brac stall organised by Marion Hunnisett in support of the Trust; "Postman Jack" Jack Whitham, complete with a rubber stamp, special for the weekend; Marjorie Higgins and the VCT Sales Stall; and the gentleman with his collection of historic post boxes and other Post Office memorabilia. Elsewhere at Ingrow the Bahamas Locomotive Society had a Stall, and there were visits by fire engines, a fairground organ and a superb live steam model locomotive. Our especial thanks go to Marjorie Higgins, who coordinated the various events at Ingrow - a difficult and challenging job which she dealt with very competently: thank you, Marjorie. Perhaps the most pleasing comment was a chance remark to Jack Rowell (at Oxenhope) in which a visitor commented on the "happy atmosphere at Ingrow". Let's keep it that way.

When "Bellerophon" briefly called in to Ingrow Yard, as happened during the course of both afternoons, all three of the Trust's locomotives were on the same site at the same time. It looks as if it could be some time before this happens again.

Certainly Ingrow as a whole went to some trouble to do its best for the "Friendly Engines" weekend. Although the event was perhaps not to everyone's taste, it was very pleasing to see the little children's faces as they watched the model trains or boarded a footplate, to reflect that future "Ingrow Railway Centre" events are a real possibility, and to realise that jointly with the Bahamas Society there is no reason why we should not make them very real successes.



"Lord Mayor" is fast approaching his (her?) Centenary Year (1992). When a mere 65 years old, she (he?) is seen here on the 26th October 1957 when working on dismantling the Liverpool Overhead Railway. Thank you, Jim Peden, for use of the print: and Kevin Metcalf for preparing it for this photocopied reproduction.

We are delighted to report that the Worth Valley Railway now kindly allows a fifty per cent discount on the Worth Valley fares to anyone showing a valid VCT Membership Card. This follows a recent Worth Valley Railway Council decision to extend this facility, given to the Standard Four Society some years ago, to include also not only members of this Trust but also those of the Bahamas Locomotive Society, of the L&YST Fund, the Midland 4F Society, the South Yorkshire 3F Fund, and the Class 25 Owners Group. Our thanks go to the Railway for this kind concession - but please remember that (as for all similar concessions) this applies for "normal" travel and not on such special occasions as Enthusiasts' Weekends or the Santa trains.

This seems an appropriate location for the formal Notice of Meeting:

#### NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held at 5.30 pm on Sunday 20th October 1991 in the Waiting Room of Ingrow Railway Station (by kind permission of the Ingrow Station Master, Mr Stuart Mellin).

The Agenda will be as follows:

- 1 Apologies for absence
- 2 Minutes of previous Annual Meeting, held 24th November 1990
- 3 Matters arising therefrom
- 4 Chairman's Report
- 5 Treasurer's Report: also Report of the Covenant Treasurer
- 6 Membership Secretary's Report
- 7 Shop Managers' Reports
- 8 Reports concerning:
  - a) Ingrow Carriage Museum
  - b) Coaches
  - c) Locomotives
- 9 Election of: President: up to three Vice-Presidents: Chairman: Vice-Chairman: Secretary: Trustee: Treasurer: up to four Committee Members
- 10 Appointment of Auditors

For information: the retiring Officers and Members of Committee are: President, Mr R N Higgins: Vice Presidents, Mr P Eastham, P C Kilburn and V Smallwood: Chairman, Mr C G Smyth: Vice Chairman, Mrs D J Cope: Treasurer, Mr T R England: Secretary, Mr M W Cope: Committee Members, Messrs E Blake, J Pickles, P Walton and P Whitfield.

The Trustee retiring in rotation is Mr A Berry. (Mr W H Black's period of office as Trustee expires at the 1992 Annual Meeting, and that of Mr G Bentley at the 1993 Annual Meeting).

All the above are eligible for re-election.

The positions of Curatorial Adviser, Museum Curator, Rostering Officer and Membership Secretary are Committee Appointments and are currently held respectively by Mr K Howarth, Mrs D J Cope and Messrs A Berry and M T Loukes).

Nominations for the positions listed in 9) and 10) above are now called for and should be sent to me c/o the Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. They should be seconded and countersigned by the Nominee as willing to stand. In accordance with

the Constitution, nominations may be accepted at the Annual Meeting only if an insufficient number of nominations for that post have been received prior to that Meeting.

M W Cope: Secretary, VCT

Two years ago, we were successful in winning the Association of Railway Preservation Societies' "Best Preserved Coach" competition, our Manchester, Sheffield & Lincolnshire Railway coach sharing this Award with the North Norfolk Railway's Gresley Buffet Car. This time, we entered our "Chatham" coach and the nine-compartment Metropolitan Third - but we were not amongst the prize winners. The outright winner was the Bluebell Railway for its Pullman Car "Bertha", with "commended" entries from the Lakeside Railway (20 ton LMS Goods Brake), the Gwili Railway (Taff Vale Railway Brake Third) and the South Tynedale Railway (their coach 7).

The Judges' comments on our Chatham coach included: "At the time of inspection restoration was still in hand. The vehicle was in primer and many fittings were removed. On completion this will be an excellent restored vehicle though attention to the moquette will be required to bring it into contention for an award". Those for the Metropolitan coach included: "The vehicle is now fully available for traffic. At the time of inspection it was being used as a Museum Exhibit with public access to compartments presenting themes such as "Wartime Travel" and "Sherlock Holmes and Railways". It was very pleasing to inspect a vehicle which is actually finished. But some of the restoration work is now several years old and, while wearing well, the coach no longer has the ex works sparkle it would have presented a couple of years ago."



In our last issue we reported the British Coal Steam Heritage "Special Award" we gained jointly with the Rutland Railway Museum. The Award takes the form of a suitably-inscribed miner's lamp, as shown here and now on display in the Carriage Museum. Our thanks to Dennis Parker for the photograph, and also to Mr Kevin Metcalf, for the technical work which allowed the successful photocopying of Dennis's photograph.

Since the ARPS Coach Competition Inspection, the Chatham's external repaint has of course been completed and the coach now looks superb. The Bluebell Railway asked for the short-term loan of this coach as part of the celebrations to mark the restoration of their South Eastern & Chatham "H" Class tank. The Bluebell Railway then offered to replace the life-expired moquette in this coach, against a somewhat longer period of loan. After careful consideration, and noting that our present financial circumstances are such that there is otherwise no possibility of our attending to this moquette in the foreseeable future, this was agreed by your Committee - we look forward to seeing this final stage in this coach's restoration. Incidentally, the Agreement with the Bluebell allows reasonable access by any VCT Member whilst our coach is on Bluebell's metals: so, if you are visiting the Bluebell Railway make sure you have your current VCT Membership Card with you and make yourself known. (As applies on the Worth Valley Railway, this applies on "ordinary" operating days - your VCT Membership Card may not be accepted by the Bluebell on "special" days, including (for example) their "Santa" days).

The space in our Museum vacated by the Chatham coach has allowed not only the Metropolitan Railway Brake but also the Bulleid coach to come into the Museum building. The Met Brake returned from its over-Winter stay in its own Shed at British Steel, Scunthorpe: for the first time for many years, all our three Metropolitan Railway coaches are stabled in a line together and make an interesting contrast. The Met Brake itself is in quite presentable order (and boasts carpets, courtesy of its operation on British Steel metals); the Nine Compartment Third looks very fine, in its now completed condition (which is more than it was when seen by the ARPS Judges - but there's no need to mention that to them.); and the Seven Compartment First now looks much more presentable, having had a series of major cleans and with a useful amount of further work having now taken place on it - especially the doors, the door arches and the luggage racks.

This spectacle of "three Mets in a row" has been complemented by a "London Transport" display beside the coaches. Our thanks to the London Transport Museum for their assistance here, not only with items for display but also with the kind donation of poster frames which were surplus to their requirements. Many of these last are now in position and have very considerably helped the appearance of our displays, both here and elsewhere in the Museum.

After (again) a series of major cleans, a deal of work has now taken place in and around our Bulleid coach. The remaining window apertures have been cut: the life-expired, but very tenacious, paint has been removed from much of the ceiling of the second saloon: many of the sliding toplight frames have been cleaned, as has a great deal more of the internal wooden trim. It's pleasing to see work in progress on this coach. Much of this has been contributed by Michael Walton, to whom "thank you". If you would like to join this activity (or any other restoration or other work in the Museum), please let us know - for the Bulleid, please contact either John Downs or Michael or Philip Walton; for the First Class Met, Michael Cope - or write to the VCT Secretary, c/o Haworth Station. We will be delighted to welcome you to the team.

Our regular series of Working Parties at the Museum on the first Wednesday evening of the month (from about 6 pm) continues, with good success. To allow somewhat more distant Members to be able to join us, we will now also

be holding similar Working Parties but on the THIRD SUNDAY OF THE MONTH, at the Museum, from about 11.30 am. There's always plenty for everyone to do, and a high skill level is not required: so why not come along and join us? We will be pleased to welcome you - and you will find this a quite enjoyable experience. See you then?

Continued progress both with the Bulleid and with the Met First depends both on volunteers' time and also on money. In particular the work on the Met has reached a stage on which we will very shortly have to spend money on professional woodwork, and fairly soon either lots of time or quite a bit of money (or both) on the external varnishing. Varnishing we may well be able to deal with ourselves: but converting the tree-shaped walnut plank we purchased some years ago to finished trim for the remaining two compartments (the original having been taken by various wet and other rots many years ago), and such matters as providing a replacement wooden external ventilator cowl where it is missing from a door, are beyond the woodworking facilities we have available at our Ingrow Museum. If you are not able to offer your labour, you may like to give money to help this project continue. The need to repay those who kindly loaned us monies to help build the Museum means that there is only minimal money available to help progress our continued coach restorations - so, if you would like to see these continue and are not able to assist physically, could you please consider assisting by way of a donation towards this work? You will find an addressed slip enclosed with this Newsletter: if you can help in this way, could you please complete it appropriately and return it to the Secretary, c/o Haworth Station? (Or, if you are able to help the Trust meet a rather hefty and fast-approaching group of Loan repayments, either by way of donation or by a bridging loan, our Chairman Chris Smyth would be delighted to hear from you: his address is: 7 Woodside, Knutsford, Cheshire WA16 8BX). Regardless: thank you for your support.

The Shops continue to represent our financial lifeblood and it is pleasing to report that trading is running at a comfortably high level, being considerably above that of last year. Following recent major purchases, we now have a good stock of "hardware" (trespass plates, lamps, etc). Certainly this is making a contribution to our success here: but the main reason for this very useful contribution to the Trust's activities is the willing way in which our volunteers (and now also at the Museum) "stand and serve". Our sincere thanks go to them - without their work the Trust just would not be able to continue: thank you, very much. (There is of course room for anyone else to join this team. If you are able to spare even an odd day or two helping in this direction, we should be delighted to hear from you).

Visitor figures to the Museum have increased very considerably by comparison with last year. It looks as if the figure for this year will be somewhere around 12,000 for the full year.

As anyone visiting the Museum cannot but have noticed, very large piles of stone setts have recently arrived in Ingrow Yard beside our approach track. This is for the Grant-aided work the Railway hopes to start in mid-September (using Contractors) in which the Yard will be paved and setted. As well as a greatly-improved approach road, this work includes also car parking spaces, the re-erection of the Midland Railway crane (but not in operating condition), and intallation of gas lamps in the Yard. These improvements will considerably help not only ourselves but the development

of the whole "Ingrow Railway Centre". We are, as you might expect, enormously grateful to the Railway for a scheme which will represent a major step forward for us, for the Centre and for the Railway as a whole.

The Bahamas Locomotive Society is also progressing on the Ingrow site. At the present time, this is seemingly "negative" progress in that the work is the demolition of the wooden end of their Shed (the former Ingrow Goods Shed). The state of this end of the building made demolition inevitable - latterly, it seems to have been only the strength provided by the roof's inner boarding that was keeping the building upright. Demolition will pave the way for BLS to erect a steel-framed building, which will be wood clad to be in sympathy with the older, stone-built, section of the building. Our best wishes go to BLS for full success in this project - we look forward to the Bahamas Locomotive Society having this building fully operational as a Workshop, Museum and Shop as an active part of the Ingrow Railway Centre.

Away from the Museum (and the Shops), there is bad news to report concerning the Scammell "Mechanical Horse" now on loan to us from Messrs Tate & Lyle Sugars. The camshaft is very badly worn, to such an extent as to be useless. Without replacing (or possibly renovating) this, the engine can't be run - which is a great pity, because the rest of the engine, and the "Horse" itself, is otherwise in a perfectly restoreable condition. Has anyone any inspiration as to the way forward here? If so, could you please let Paul Whitfield know, either direct or via the Secretary, c/o Haworth Station?

We conclude with two "standard" notes - and two Sales plugs. Firstly, an appeal for relevant black and white photographic prints for possible inclusion in this Newsletter - these would be gratefully received by your Secretary. Next, the customary notice (especially to recently-joined Members) that Members' addresses are kept on computer (to be precise, a cheapo but quite reliable Amstrad PCW). This is for the Trust's membership records and for quickly and easily printing labels for the Trust's mailings (such as this present Newsletter). No other use is made of this information. If however any Member objects to his name being kept on computer in this way, would he please let the Secretary know? And finally: Member's ties (in Midland Red, printed with the outline of the MS&L coach and the words "Vintage Carriages Trust") at £3.50 each (post and packing 50p extra), and very neat small pin badges showing the MS&L coach at £1.20 each (p&p 17p, so long as you order before the postage charges go up) are both available from the two Shops and from the Museum: or by post from Jackie Cope at the Haworth Station address.

Michael Cope: Hon Secretary, VCT. August 1991.