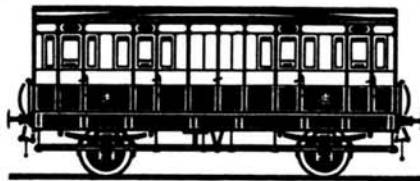


VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776. Registered Museum No. 1202.

Members' Newsletter: August 1993

Here's the new edition of the VCT Newsletter! You will find mention of a visit, of our Annual Meeting, of a change of plan for "Sir Berkeley", of our latest publication - and of course news about the Trust and what it has been doing lately. Before you put this Newsletter on one side to look at later, would you please find the "please return to Haworth Station" form which should be enclosed, complete it as is appropriate, and then return it? Thank you!

Firstly, one of several dates for your diary:

VCT Annual Meeting: 30th October 1993
Three Sisters Hotel: Brow Top Road,
Haworth.
Lunch: 12.30 for 1 pm
Annual Meeting: 2.30 pm

(Please note that this is the same day as the Worth Valley Railway's Annual General Meeting, which will be held in the evening. Those strong in the constitution may like to make a full day of it, and attend *both* Annual Meetings!)

Details of our Annual Meeting are below. The Meeting will be preceded by an **informal lunch**, as a group in the Restaurant of the Three Sisters Hotel: 12.30 (at the Bar) for 1 pm, sharp (Restaurant).

The Meeting itself will be in one of the Hotel's private rooms at 2.30 pm, sharp.

Please bring a few photographs, or anything else of general VCT interest - and catch up with what the Trust is doing! If possible,

please let me (Michael Cope) know if you expect to be present for lunch and or for the Meeting, as an indication of numbers would be very useful - but if you can't be certain in advance, just turn up on the day!

The Restaurant lunch menu is quite comprehensive. Salads and open sandwiches (£3.50 to £4.75, and £1.95 to £2.95 respectively), vegetarian meals (£3.95, £4.35) and hot meals are all available - these last in the range of £3.50 (Yorkshire Pudding, with a choice of filling) to £4.95 (gammon with egg or pineapple), also sirloin steak (£6.95). If you can, please come: we will be very pleased to welcome you, both for lunch and for the Annual Meeting. The formal Notice of Meeting follows - please bring it with you to the meeting.

To get to the "Three Sisters" Hotel: assuming you set off from Haworth Station (or Haworth Yard) - turn right: at the petrol station, turn left to go *up* Brow Road; follow this as it bends right to the top: cross Hebden Road. You are then in Brow Top Road. Continue upwards well past the bungalows - the entrance to the

Three Sisters Hotel is on the left, just before the top of the hill. A *strenuous* walk: good car-parking facilities!

.....and here's the formal Notice of our Annual Meeting:

Notice is hereby given that the Annual General Meeting will be held at 2.30 pm on Saturday 30th October 1993 at the Three Sisters Hotel, Brow Top Road, Haworth.

The Agenda shall be:

1. Apologies for absence
2. Minutes of previous Annual Meeting, held on Saturday 7th November 1992
3. Matters arising therefrom not otherwise covered by the Agenda
4. Chairman's Report
5. Chairman's Business
6. Treasurer's Report: also Report of the Covenant Treasurer
7. Reports of the following:
 - a. Membership Secretary
 - b. Shop Managers
 - c. Ingrow Carriage Museum Curator
 - d. Ingrow Carriage Museum Curatorial Adviser
 - e. Coaches
 - f. Locomotives
8. Election of: President: up to three Vice Presidents: Chairman: Vice Chairman: Secretary: Treasurer: Membership Secretary: up to four Committee Members
9. Appointment of Auditors
10. "Any Other Business", which may be accepted only at the discretion of the Chairman.

For information: the retiring Officers and Members of Committee are: President, Mr R N Higgins: Vice Presidents, Messrs P Eastham, P C Kilburn and V Smallwood: Chairman, Mr C G Smyth: Vice Chairman, Mr P Walton: Membership Secretary, Mr M T Loukes: Committee Members, Mrs D J Cope and Messrs J Pickles, T Sykes and P Whitfield. The Trustee retiring in rotation is Mr G Bentley. (The other two Trustees are Messrs A Berry and W H Black. Mr Berry's period of office as Trustee expires at the 1994 Annual Meeting, and that of Mr Black at the 1995 Annual Meeting.)

All the above are eligible for re-election.

The positions of Curatorial Adviser, Museum Curator and Rostering Officer are Committee appointments and are currently held respectively by Mr K Howarth, Mrs D J Cope and Mr A Berry.

Nominations for the positions listed in 8) and 9) 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 has been received prior to the Meeting.

M W Cope: Hon Secretary, Vintage Carriages Trust.
12 August 1993

VCT: Another Outing!

Here's another date for your diary!

We will be visiting the **Middleton Railway** on **Sunday 12th September**, starting at about 4 pm. We will be given the opportunity of a "behind the scenes" visit, and a ride on the Middleton - and will then move (transit time 30 minutes or so) to "Buffers" restaurant for an evening meal. "Buffers" is as recommended by Middleton Chairman (and VCT volunteer) Ian Smith. It is the old railway station at Scholes, just off the A64, which is the main Leeds to York road. There is a quite varied menu, at prices one would expect from a pub restaurant - from about £5 to a maximum of about £10 for a meal.

This promises to be an interesting and pleasant visit and evening. If you would like to join us, would you please let Marjorie or Robin Higgins know? You may if you like use the sheet enclosed with this Newsletter for the purpose - otherwise, please write to them at: 19 Sycamore Way, Barnoldswick, Colne, Lancashire BB8 5RA; or telephone them on 0282 813603.

Why not do this now?

"Sir Berkeley and Friends"

As announced in the last Newsletter, the Trust has now published "Sir Berkeley and Friends". To help you decide to buy a copy (which please do!), here's Robin Higgins' review of it:

"Sir Berkeley and Friends - an impression of Manning Wardle's six wheeled saddle tank engines" - Robert Emblin, for VCT.

20 pp. 9¼" x 7¼". £2.95 at the VCT Shops or at the Museum; £3.30 by post. (Wholesale orders invited.)

The Leeds firm of Manning Wardle specialised in small contractors' locomotives, able to work on the light, temporary tracks associated with all major civil engineering and railway construction contracts prior to the present internal combustion era. Since its acquisition by the VCT, Manning Wardle No. 1210, or "Sir Berkeley" as we now know it, has been restored to working order and it is fitting that a booklet has been produced which explains the life and times of this and similar locomotives.

It is fortunate that Roger Crombleholme, the original owner of "Sir Berkeley" in preservation, was able to record the late Guy Hemingway's (Guy was a founder member of VCT) memories of "Sir Berkeley" when the engine was in use by the family firm Logan and Hemingway, railway and civil engineering contractors. "Sir Berkeley", or No. 30 as it was then known, was built specifically for Logan and Hemingway who were awarded the contract for the Great Central Railway extension from Beighton (Sheffield) southwards. It is therefore fortunate and wholly appropriate that both the Manchester, Sheffield & Lincolnshire Railway four wheel coach and "Sir Berkeley" are now preserved in working order by the VCT.

The cover photograph is both fascinating and intriguing, for it depicts "Sir Berkeley" in steam at night time attached to the MS&L coach and standing in Oakworth station. Unfortunately there seems to be no detail of the occasion in the book but it must have been about 25 years ago.

The Manning Wardle Order Book is preserved by Leeds Industrial Museum and provides an invaluable source of information. Besides the extensive details of "Sir Berkeley", other 0-6-0STs in the same "family" are described and two tables show details and dimensions of various classes built, and list preserved examples.

Of interest to a wide range of readers, not too technical, but well researched and produced. Recommended.

RNH

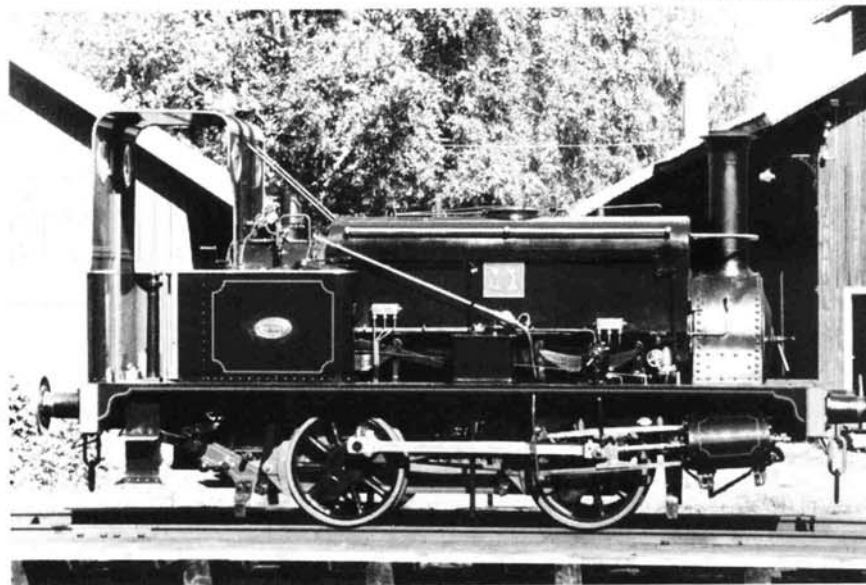
(As well as Robin, "Railway Modeller" quite liked "Sir Berkeley and Friends", with their reviewer noting: "The book gives an excellent potted history of the Manning Wardle six-coupled saddle tanks. Author Robert Emblin has done an excellent job in marshalling the facts and making them very readable." As noted above, copies are on sale at our two Shops and at the Museum. Alternatively, send your order, with a cheque or postal order to the value of £3.30, to: VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.)

Philip Atkins, Librarian at the National Railway Museum, kindly wrote to give further information concerning the illustration on page 1 of "Sir Berkeley and Friends". He advised that this illustration featured in the "Image of the Train" Exhibition, held this Spring at the (Bradford) National Museum of Photography, Film and Television, and shows the construction of Bradford Foster Square Station (as it later became known).

Robert Emblin very recently wrote to draw attention to the article in last February's "Railway Magazine" in which Eric Sawford remembers a photographic visit to Samuel Williams and Sons' yard at Dagenham Dock in the mid-1950's. At that time there were six Manning Wardle locos in this yard, four of these being in working order - including No 4 (641/1877), later to be preserved by that Company, still later to be moved to Bressingham and currently on static display on the Bluebell Railway - as noted in "Sir Berkeley and Friends".

Robert also enclosed information about Manning Wardle saddle tanks in preservation in Norway. This included a postcard showing "NSB's damplok type 7a nr 11, i Lodalen i Oslo i 1963. Loket er bygget av Manning, Wardle i Leeds i 1892 for N.H.J. Loket planlegges plassert i den nye sentralhallen i Oslo S." This locomotive is now in preservation, and

entered service on the Krøderbanen on 29th July 1989. This preserved Railway runs between Krøderen and Vikersund, which we think is fairly near Oslo. We write "we think" as the timetable leaflet is (as one might expect) in Norwegian - can anyone assist with translation, please? Also enclosed was a photograph of another four-wheeled Manning Wardle, 1279 of 1875 - this being very much in static "museum" preservation; possibly in Oslo?



Manning Wardle No 11, Krøderbanen, Norway: Summer 1989.

Photographer unknown: photo courtesy David Bartos, Holmestrand, Norway.

Museum Extension: progress

Progress with our longed-for Museum Extension is positive, albeit slow. The principle problem has remained the need for the drainage authority to have access to the works associated with the Keighley High Level Sewer, which runs between our present Museum building and the Railway. This means principally the large underground tank immediately beside the rear of our building, and the storm overflow pipe from this that flows diagonally across the site towards Gingerbread Clough - the stream that is at our Northerly boundary. Our Architect, Philip Waddington, has been successful in reaching agreement in principle as to what is acceptable by the drainage authority. However, this involves sections to our side walls being removable in the event of a major problem with the sewer, and concrete pads under the intended line of the rails in the Museum

rearwards extension. These last are still under discussion; it's possible that the depth of the pipe in question means that these pads may be accepted as being unnecessary - which would save a great deal of unproductive expense on our part.

Attempts by us (and separately by the Railway) to find sites elsewhere suitable even for a storage shed have met with failure and it is becoming increasingly obvious that *the future of our Museum lies at its present site.*

With agreement reached with Messrs Haggas plc, our neighbours on the boundary away from the Railway (this concerned with access and with Messrs Haggas' ventilating fan that intrudes on to our air space), Philip Waddington has now successfully gained the necessary Planning Permission for all of the work we would like to undertake. This includes the "rearwards" extension as well as the (very much cheaper, and desperately needed!) "sideways" extension. We are now at the stage of being about to submit the necessary more detailed

drawings to satisfy the requirements of the Building Regulations Inspectors - after which we can start work. As far as the "sideways" extension is concerned, this should be immediately this Building Regulations permission is obtained.

As most Members will be aware, the "sideways" extension means putting a monospan extension (which means "lean to") on the narrow strip of land between the existing building and Messrs Haggas. This will allow provision of proper toilets, of desperately needed storage space - and of a much-improved entrance area. As well as allowing the possibility of giving visitors a welcome and properly interpreted introduction to the Museum this will also allow a proper Sales area at the Museum. Precisely what we do with this Sales area is the subject of very active current debate; but considerations of finance and in particular of staffing mean that it is highly likely we will considerably expand our sales activities at our Ingrow Museum. We will go ahead with this "sideways" extension as soon and as rapidly as we can - the main problem now being the standard one of finance!

The expected cost of the "rearwards" extension is high - but as yet not precisely determined. However, we desperately need the further covered accommodation and there seems no real alternative but to proceed towards this extension as and when funds permit. The present indication is that this cannot be in the immediate future - but it is that towards which we are committed and will proceed as and when we can: probably in "easy stages"! More news on this as and when the situation develops!

In advance of the "sideways" extension, we anticipate a significant change in the near future in that we are replacing the present wooden main doors of the Museum with a roller shutter. This should overcome the many problems associated with these wooden doors, which have never been satisfactory. They are far too heavy for the frame of the building - the result is that they sag in the middle; and, despite much effort, it just has not proved possible to get the runners at the bottom of the doors to work properly. Added advantages of going to the roller shutter are that there will no longer be a bottom track to trip over, and we will at last be able to exclude the blackbirds - which are very persistent in regularly nesting in the Museum. Whilst (of course) we like birds, our enthusiasm has been sorely tried by the associated mess - and the occasional inconvenience and expense of setting off the intruder alarm!

"Bellerophon": demolition concluded

Jackie Cope writes....

Sitting in Keighley VCT shop recently doing a Saturday stint I was browsing through a stack of early "Steam Railway" magazines kindly donated by a friend of the Trust. I was delighted to come across a small black and white photograph of "Bellerophon" (Steam Railway, No. 21, January 1982), with the caption: "The 107-years old 0-6-0WT "Bellerophon", built at Haydock Foundry in Lancashire in 1874, is now being dismantled at Haworth Shed, Keighley & Worth Valley Railway, for restoration by members of the Vintage Carriages Trust".

Now, eleven years later, a very similar situation applies. This time not in Haworth Yard, but immediately outside our Museum at Ingrow. Once more Terry Sykes and Eric Wright

(affectionately known as "Dad" on the Railway) helped by Eric's father ("Dad's Dad"?) are going through the process of dismantling "Bellerophon"'s boiler and its fittings, piece by piece - each fitting being carefully identified with a tied on label before being stored. The major job has been the rather unusual one of removing the tubeplate from the boiler. Elsewhere in the railway preservation world this had been removed from an elderly locomotive of similar boiler construction, and potentially dangerous corrosion had been found. As a result of this, our Railway decreed that all similar tubeplates must be removed and checked at the time of the major "ten year" examination. With "Bellerophon"'s tubeplate now removed, John Reddyhoff, the Railway's Locomotive Superintendent, has examined the area in question and is reported to be fully satisfied with its condition. After further cleaning and then formal examination of the whole boiler by the Insurance Inspector, our small team will then replace the tubeplate and start the major task of reassembling the locomotive. The necessary hot-riveting needed to refasten the tubeplate will be with kit to be kindly loaned to us by the Bahamas Locomotive Society - one of the first of what we hope will be a long history of co-operation between the two Ingrow-based groups. From then on, we are pleased to say that it is a reassembly (and retubing) programme which will bring "Bellerophon" back to life, raring to go on another ten years of his (her?) travels.

DJC

Terry Sykes adds:

Removing the tubeplate meant removing 119 rivets - all now to be replaced by hot rivetting, hopefully within the next six weeks or so. In the event, the tubeplate was in extremely good condition. The mounting ring flange showed slight corrosion at the bottom edge; this has now been built up by welding. Approximately 16 firebox stays are being drilled out for replacement. After cleaning various lap etc. joints inside the boiler we will invite the Insurance Inspector to walk in - it's very unusual to be able to do that with a locomotive boiler!

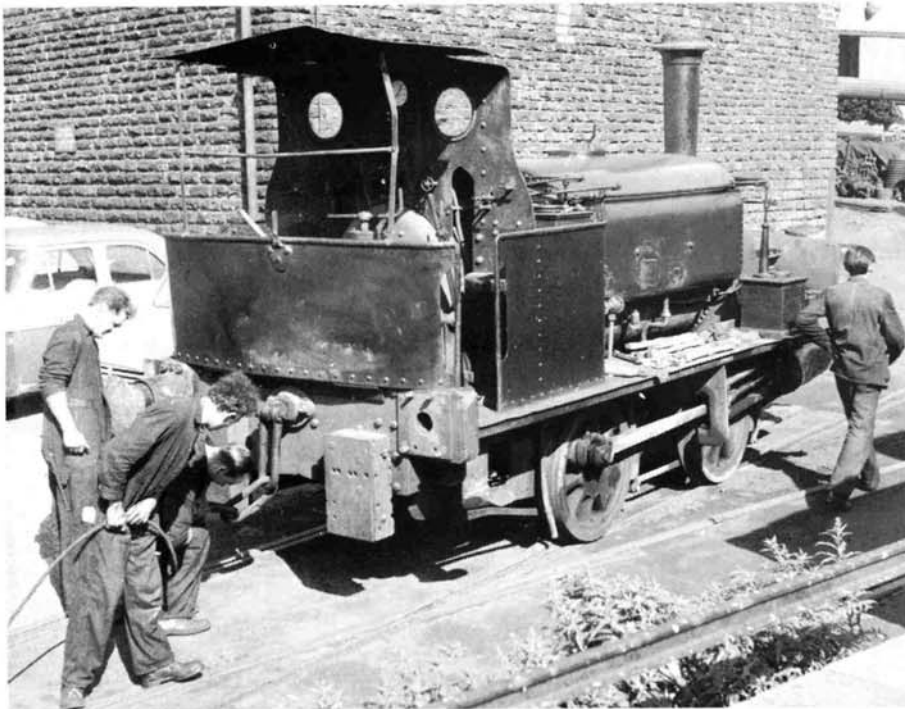
We will then start the job of reassembly. This will involve a lot of work. If you would like to help with this, would you please contact Terry or Eric Wright, either via our Ingrow Museum or via the Secretary (c/o the Railway Station, Haworth).

The costs involved are relatively modest - although the new stays won't be cheap, and any donation towards these would be much appreciated - but your physical assistance would be much appreciated and will usefully help towards getting "Bellerophon" back into steam: hopefully for latish next Summer.

Happy Centenary, "Lord Mayor"

In case anyone has not noticed, "Lord Mayor" is 100 years old this year. Actually it was the 3rd of July when we should have been celebrating, but the "official" birthday was planned to coincide with the KWVR Family Weekend (31st July/1st August).

Full restoration and steaming of "Lord Mayor" is still some way off. He is in the queue behind "Bellerophon" at the moment. However, just to remind us what progress has been made with this locomotive: the photograph (courtesy Ben Wade) shows "Lord Mayor" at Messrs Cohens (600 Group), Leeds, being moved from their premises at one side of Stanningley Road to those at the other side of the road prior to commencing restoration. Philip Walton identifies the man in the foreground as Jim Lodge of the Middleton Railway, with Barry Wood or Stephen Roberts to the front right of the locomotive. Has anyone any further information, please?



"Sir Berkeley": East Anglian Tour Continues

After a successful season at the East Anglian Railway Museum, "Sir Berkeley" is now at the Great Eastern Railway at County School Station in Norfolk. This is the first time that the GER has run a steam engine on their 300 yards of track. Their normal service is hauled by a 40 ton Bagnall diesel, with the brake coach fitted for push-pull operation. The remaining steaming dates for "Sir Berkeley" at County School are Sundays August 22nd, August 29th, September 5th and September 12th: also Bank Holiday Monday August 30th. Should you wish to check before travelling a distance to visit, the County School Station number is 0362 668181. As previously, whilst "Sir Berkeley" is in operation, VCT Members *should* obtain at least free admission to the site on production of their current Membership Card - if any problems arise (which they shouldn't), please do not make an issue of it but please let the VCT Secretary know what happened.

As a change of plan, it now seems likely that "Sir Berkeley" will then return to the East Anglian Railway Museum at Chappel & Wakes Colne for a further short stay. It appears that the EARM have a short-term motive power difficulty and need the services of our locomotive for their Photographic Evening (2nd October) and for the Gala Steam

Day on 3rd October. As kindly negotiated with WVR's Stuart Bray and John Reddyhoff, EARM will attend to "Sir Berkeley"'s annual boiler inspection as a necessary preliminary to this use - a very happy example of co-operation to mutual benefit. Further details should be available in due course by ringing EARM on 0206 242524.

"Sir Berkeley" will then return to Ingrow for the Winter, probably arriving at our Museum on Wednesday 6th October.

Our Fourth Locomotive

We are delighted to report that the 3½" gauge Standard 4 locomotive built by the late Mick Todd has now successfully steamed. This was at the Bradford Society of Model Engineers' track in Shipley, and was at the *second* attempt: some story about "The Wrong Sort Of Coal" for the first attempt! No problems (other than a "bit finicky" injector) were reported the second time; apparently the secret is to get a good hot fire, and to keep it that way.

The locomotive was on display at Ingrow for the Railway's recent "Family Weekend", standing on the running plate of "Lord Mayor". We had hoped that the locomotive could operate at least briefly on the portable track in operation in Ingrow Yard by the Keighley Society of Model Engineers, but in the event this did not prove possible. Eric Wright, as Caretaker for this locomotive, now has a replacement lubricator for the locomotive. This completes all work known to be necessary before we can see this locomotive in occasional operation. Hopefully we should be able to give notice as to where and when - in the meantime, if you would like further information, please contact Eric Wright.

Bulleid: good progress

Since the last Members' Newsletter, work on the Bulleid has progressed rapidly.

The seven wrongly placed transom bars have been cut out and re-welded. All the window toplights have now been fitted to the Oxenhope-end saloon, although there is still some work to be done to the sliding panes. It makes a change to see glass in the Bulleid, for the first time for many years!

Work on the upholstery is proceeding at much the same pace, the seat backs having being already finished and returned from our upholsterer.

Our next project will be the fitting of the lower portion of the windows. The original Bulleid design (or lack of) was the cause of much of the corrosion to the metal sides of the coach. We hope that we can refit these windows using more modern methods, whilst retaining the original look of the coach.

The Bulleid team would be very pleased to welcome any new helpers. The next phase of restoration includes woodwork, lino laying, some

metalwork, painting, varnishing - and of course we now need a window cleaner!

First Class Met: progress

Steady progress continues, with five of the seven compartments now approaching completion. This has meant attention to such details as door retaining straps, droplight straps, trim strips on the seating itself, replacing interior door panels, fixing emergency cord tubes. Each very minor, but helping towards the target of a fully-restored coach. The remaining two compartments are those for which much of the walnut trim was irretrievably damaged by "dry rot" (actually, one of the more exotic cellar fungi) some twenty or so years ago. We have a large walnut plank available and are fast approaching the stage at which we will need to take our courage into both hands and convert this plank into sizes suitable for replacing this lost trim - which is quite a challenge! So - if you are a reasonably skilled woodworker and fancy this challenge: now is the time to say so!

Met Brake: backwards progress, rectified

After the Spring series of "Vintage Train" weekends, this coach was put into the Oxenhope Carriage & Wagon workshop to allow the roofing material (pvc filled nylon mesh) to be partially removed to allow attention to the rather nasty "bulge" which had developed on the roof timbers. In the event, this was straightforward enough and was readily dealt with by our Contractor, Ken Manley. However, with the roof covering partially removed, it became apparent that water ingress had occurred and had caused rot damage to both the outer and the inner roof of one compartment (not that under the "bulge"). This was a rather more serious problem, requiring immediate attention by Ken and then followed by generous applications of "Woodtreat" fungicide. With the inner ceiling of two of the seven compartments removed to attend to these roof problems, the opportunity was taken to replace the old (*very* old!) wiring of the lighting circuits of this coach. Modern low fume-emission flexible cable was used for this, as now preferred by the Worth Valley Railway following an incident on one of the Mark I coaches some months ago. Certainly this contrasted with, and was very much

smaller in diameter than, the old "vulcanised India rubber" cable we took out! At the time of writing, some of the interior trim is yet to replace in this coach before it can be available for use on the remaining "Vintage Train" Sunday of this year (3rd October) or for the Autumn Enthusiasts' Weekend (16th, 17th October). Almost certainly we will take the opportunity of much of the trim being out of the two compartments to start the eventual full restoration of the interior of this coach, one compartment at the time. This means that only six of the seven compartments may be available for full use at any one time, with work steadily progressing on the one compartment. Again, if any Member would like to help with this longer-term project, would you please contact the Secretary? - no special skills required, but patience and persistence do help!

Chatham: still on tour

The Chatham coach will now remain at the Bluebell Railway for a little longer than originally planned, to allow for some repainting. There has been some cracking of the paint work around the matchboard planking, and the Bluebell Railway has kindly offered to attend to this. Its return to the Museum will now probably be towards the end of Summer '94.

"Esso" Oil Tank Wagon: Third Prize?

We entered this in the wagon section of the Association of Railway Preservation Societies' Carriage Competition - and are pleased to say that it was placed third. We are less pleased to say that there were only three entries!

Standards were high. We were not helped by our wagon at the time being stuck at the bottom of the siding beside the Museum, also by it having no screw shackle. Must do better next time!

Great Northern Railway coach 2856: progress?

We have no news as to progress concerning this coach, still lying at Pickering on the North Yorkshire Moors Railway. Hopefully we should be able to report further, the one way or the other, in the next edition of this Newsletter.

Scammell: mobility approaches

The Scammell tractor unit (on loan from the Silvertown Refinery of Messrs Tate & Lyle) is at present on display at our Museum. It is now resplendent in LNER blue - which by happy chance is quite close to the blue used by Tate & Lyle. It is as yet without an engine - but good progress has been reported with *both* engines available for this vehicle, and hopefully it should move under its own power by the end of the year.

Ingrow Railway Carriage Museum

Steady progress continues.

The return of our Manchester, Sheffield & Lincolnshire Railway coach did however precipitate a problem in that we don't fully understand our sound system. Following the untimely death of Colin Smith (who attended to the technical side of this) we have yet to come to grips with the means of sequencing the CD players which are the heart of the system - Colin was brilliant at this sort of thing, but didn't write anything down! We take the opportunity of expressing our sincere sympathies to Colin's widow and family. We sorely miss Colin - and not merely because he didn't write things down: he was a grand chap!

Display cabinets recently acquired from the Yorkshire & Humberside Museums Council have allowed us to improve the "small objects" display, including railway cutlery and crockery. This last we intend to transfer "Big Bertha" in due course. "Big Bertha" is the catering trolley, which has already progressed very usefully in John Skeggs' hands, and which is now with Ken Manley for completion, prior to repainting.

Elsewhere, the Midland Railway waiting room bench from Apperley Bridge Station is now progressing in the capable hands of new Member David Johnson. David came, found a project he would like to tackle, and is tackling it: thanks, David!

We recently welcomed our first Visiting Exhibition. This was a fascinating display of children's toys from Marion Hunnisett's collection and was a contribution to the Railway's "Family Weekend", held on 31st July/1st August and centred on the Ingrow Railway Centre.

The centrepiece of our contribution to this Weekend was the celebration of the hundredth birthday of "Lord Mayor". This featured a cake - baked by Messrs Sparks of Bradford and shown in Graham Maple's photo (right) - and a monster-size Birthday Card, signed by at least 300 of the visiting children. Other activities in our Museum building included a model railway, and Bill Pertwee, in person! Bill was signing copies of his book "The Station Now Standing", and also his new book celebrating twenty five years of "Dad's Army".

A success recently attained was the acceptance of our Forward Plan for VCT as a Museum. "Museum" here means the whole of the Trust's activities - not just that which happens within the building at Ingrow. The need for this Plan is a function of our position as a Registered Museum. We are very pleased to report that it was received very favourably by the Forward Planning Officer of the Yorkshire & Humberside Museums Council. We will of course need to update this Forward Plan from time to time.

"Common Roots - Separate Branches"

This is the title of an International Symposium on Railway History and Preservation to be held at the National Railway Museum from the 8th to the 12th of October. If anyone is interested in attending, the Symposium fee is £400. The closing date was 29th July - but late applications may possibly be accepted! Of perhaps more interest to VCT is that the only visit this prestigious body is making to British railway preservation is on Monday 11th October, and is to the Worth Valley Railway (with the dmu requested) - and to our Museum at Ingrow. We look forward to welcoming this party, and to doing our best to show just what VCT is about.

ARPS Autumn Meeting

The Autumn meeting of the Association of Railway Preservation Societies (ARPS) is to be held in Northern Ireland from the 16th to 18th October 1993. As well as the formal business, the customary programme of visits is anticipated - doubtless this will include a visit to the new Rail Gallery of the Ulster Folk and Transport Museum



at Cultra. At the time of writing, full details are not yet available - however, if any member of VCT is considering attending (all are made very welcome!) and would like further information (when available), please let Chris Smyth (as Chairman of VCT - he also looks after "Coaching Stock" as a Member of Council of ARPS) or Michael Cope (VCT Secretary) know.

The Churchill Memorial Trust

The Winston Churchill Memorial Trust annually provides some 100 Travelling Scholarships "to allow men and women from all walks of life to gain a better understanding of the lives and work of people in other countries overseas, and to acquire knowledge and experience which will make them more effective in their work and in the community when they return". For 1994, one of the eligible categories is "Preserved Railways". So, if you have a project related to this and would like the challenge of a Churchill Memorial Trust Travelling Fellowship: send for an application form to: The Winston Churchill Memorial Trust, 15 Queen's Gate Terrace, London SW7 5PR. Enclose a 22 cm x 11 cm stamped addressed envelope; the closing date is 29th October.

A few reminders:

Firstly - **aluminium cans** continue to represent a very useful supplementary income for the Trust. If you can continue to save your empty *aluminium* cans (not the steel ones, which we can't do anything with) and bring them to the Museum when you next visit, this helps the Trust quite usefully. (The easy way to check that the can is aluminium is to see if it sticks to a magnet - for example, a magnetic door catch, or the door seal of most domestic refrigerators. If it does, it's steel - put it in the bin. If it doesn't, it's aluminium - bring it to the Museum!)

Secondly - Members are reminded that details of their Membership are kept as a computer record. In accordance with the Data Protection Act, if any Member objects to this information being kept in this way would he please write to the Secretary. This information is not made available to outside bodies; and every Member has the right to see his own computer record should he wish.

Thirdly - Members are reminded that the Worth Valley Railway kindly allows **half price travel** to VCT Members on production of a current Membership Card. However, please note that this concession is not available for Santa Trains and for other "special occasions".

Memories of a day - can it really be 25 years ago?

On 29th June last, your Secretary was the Railway's rostered Responsible Officer. This in itself was nothing of especial interest - as was the (otherwise uncommemorated) day: except that, to the day, it was the *twenty fifth anniversary of the Re-Opening of the line by the present Worth Valley Railway*.

Surprisingly few of those working on the Railway on 29th June 1993 were aware that this was the Anniversary Day. Even David Moorhouse (VCT Member 4, working in Oxenhope Museum) asked "is that when we opened?" Only then did he recall that in company with Guy Henderson (VCT Member 3) he was in charge of Keighley Station Limits operation that day twenty five years ago - at that time the Railway did not have the use of Platform 3, which necessitated a complex "running round" shunt. He remembered his vivid feeling of isolation at being the only person left on Keighley Station after the Re-Opening Special had departed. He had joined VCT in the very

early days, with Tony Cox and Robin Higgins. He remembered also the beginning of VCT's sales activities, based at first at Guy Henderson's flat at 463b Kingsbury Road, and a "Shop" for three or four weeks only in the waiting room of Keighley Station before moving to the present location at the end of Platform 4 at Keighley.

Jack Rowell (VCT Member No 58) was looking after Oxenhope Sales Shop on 29th June last. He too was present 25 years previously. He remembered a "jolly good day, which had come up to all expectations", followed by a pint or two in the Royal Oak. He remembered the collapse of the poles carrying the official ribbon, just as it was being cut!

Whilst at Oxenhope, Mike Goodall called by. He hadn't realised it was the 25th Anniversary. Mike had been much involved with the Railway from 1965 onwards, having been approached by the late John Bellwood (whom he had known for many years) to assist with the first stock movements. He would have been present for the Reopening, but had to work that day. The footplate crews were Trevor Owen and Keith Walker on USA 72 and 1241 respectively, with Phil Heelis and a rather young Arthur Walker as firemen. He recalled the rail strike the following day (Sunday). This gave excellent publicity, with the Worth Valley trains being the only ones running that day.

At Haworth, Chris Hulme was amongst those passing by. He had been a member of the Railway since 1965, but was away on holiday at the time of the Reopening. He remembered working on the Chatham coach, and also moving concrete sleepers (as does *everyone* who worked with concrete sleepers - they are heavy!) and mentioned amongst others much involved in these early days Guy Henderson, Vic Benson, Keith Walker, Malcolm Foreman and Brian Willington.

Chris Smyth (VCT Member 18, and our Chairman) was the day's Guard - 29th June, 1993, that is. Once having settled a slight difficulty in that he thought the anniversary had been the previous day, he recalled calling by on 29th June 1968, on his way to Harwich and the Hook of Holland with Richard Wheeler. They had found the special fare charged for the public trains later in the day "quite expensive" at 10/-, and had therefore not travelled. This was the only time he remembered seeing the two Pullmans working together. Chris commented how little else there was on the

preservation scene at the time: the very young Bluebell Railway: Welsh narrow gauge: and the Middleton Railway with its freight operation - with British Railways very much running down and with most enthusiasts seeing the last of main line steam.

Philip Kilburn (VCT Member 5) was working in Haworth Yard on the former sleeping cars. He had been at Keighley Station 25 years previously, but hadn't ridden that day. He had been Guard the weekend after Reopening, which he remembered as being very busy. He recalled the problems of cleaning coaches in Haworth Yard, with the need to jump up and down to every compartment. He thought that the GN six wheeler may have been the first coach acquired by the Trust as a body (rather than as by an individual, later to be brought under the VCT umbrella) - it cost £40 to move it from York.

Paul Curtis was also in Haworth Yard, load testing the Grafton Crane. As a "spotty callow youth" he remembered travelling on the first train in one of the Met coaches. As an active working member for then some six months he didn't quite appreciate the enormity of the occasion! He had started coming to the Railway on Saturdays, in company with school friends Chris Williams, Ralph Ingham, Fred Crowther and Pete Scarborough - of this small group, no fewer than four had eventually become Worth Valley steam Drivers.

David Hanson (VCT Member 15) also called into Haworth Station. He too had to be reminded as to the significance of the day. He remembered that 25 years ago his son Tim (now very actively involved with the Railway) was only a few months old. On the opening day David was helping the late Edgar Chapman book at Haworth Station. (Gordon Massey, VCT Member 7, was Station Master at Oxenhope at the same time.) David recalled a number of "bigwigs" in the Booking Office, including he thought Viscount Garnock, Mr Hollinsworth (much involved with the early days at Carnforth, with Dr Peter Beet), and Wing Commander Geoffrey Drury.

There were of course many others operating the Railway on 29th June 1993, including for example Geoffrey Lewthwaite (VCT Member 39) on duty in Keighley Booking Office. Quite a number of these were too young - *far* too young - to know anything at all about the happenings on the Railway on 29th June 1968. Others included Ethel Brown, looking after the Yard Gate and living

then as now close by Haworth Yard - she was working with Marks & Spencers at the time and remembers putting the washing out on a Saturday, only for it to be covered by soot, and then complaining! Julie Carter remembered as a small child playing on her bike in Oxenhope Yard. Jim Betteridge remembered travelling from Keighley to Liverpool for his honeymoon, via Queensbury and Halifax. On the return journey, at Halifax he opened the window to look out, his wife closed it, he looked out again - putting his head through the window and completely shattering the glass, for which he was charged £2! He didn't say what happened to his head, or what his wife said!

However, it's of interest just how many VCT members were involved in the first day of the Railway's public operation, and to gain some further insight about the activities of the Trust as such in these very early days.

Thanks are due to Mike Goodall and to our Chairman, Chris Smyth, for making early records available to VCT. We have recently seen the first "Responsible Officers' Log Book", which includes the Reopening Day. The Responsible Officer for the day was Ken Roberts, except for the period from 1 to 5 pm. This period included the Reopening train and the subsequent "First Day of Operation" trains. The only mention for this period was "See Report by R.O. (D Kay)". There is no sign of this Report, which of course is the one of interest: should we ask that David (VCT Member 385, and very recently retired as Chairman of the Railway's Management Committee) be sent a "Form 1" to ask what happened to his Report?

These reminiscences of twenty five years ago led to further thoughts on just when our Trust was established. Certainly the first recorded mention of the Trust we have found so far is in the K&WVRPS Annual Report for 1965/66 ("Haworth, February 1966. J A Cox, Secretary"). This reads in part: ".....two locomotives G.N.R. No 1247 and L.N.E.R. No 4474 which are capable of working passenger trains on the branch and five carriages which could be made ready within a short time. Three of them [two Metropolitan Railway coaches, and the "Chatham" coach] have been completely repainted in a blue and primrose livery and need only minor attention internally. The other two,

the Gresley Society's ex-L.N.E.R. BSK and the third Metropolitan coach, need repainting (or stripping and revarnishing in the case of the former) as well as some attention to the interiors. The ex-G.N.R. bogie milk van has been purchased by the Society and is to be used as a general purpose vehicle by the Civil Maintenance Department. The other three vehicles in store have come to Haworth *under the auspices of the Vintage Carriages Trust* and it is expected that this restoration will be scheduled over a considerable period, probably five to seven years."

The three coaches mentioned must have been the MS&L, the L&Y Hughes Brake, and the Midland clerestory coach later known as "Midland Mansions". It's interesting to reflect that of this original fleet of three coaches, only one remains in our charge. This is of course the MS&L, now fully restored and in our Museum at Ingrow. Of the other two, the L&Y Brake is now in the care of the Lancashire & Yorkshire Railway Preservation Society and, with restoration almost completed, is in the Railway's Museum building at Oxenhope. "Midland Mansions" left towards Butterley and the Midland Railway Centre many years ago - but in the event its restoration at that site did not go ahead.

Ownership of the various items of "Vintage" rolling stock seems to have been in something of a state of flux in the earlier years of the Railway. The first "Stockbook" ("as of 1st January 1967") appears to confirm the above situation, with the Hughes coach "on permanent loan" and "Midland Mansions" "on permanent loan from the Vintage Carriages Trust". It mentioned also our Great

Northern six-wheeler (which had arrived in June 1966) as "on permanent loan from the Vintage Carriages Trust". The 1968 edition of the Stockbook identified the owner of the MS&L as Tony Cox, with coach 1 (the "Chatham" coach) by then purchased from Roy Edwards by the Railway Society. The L&Y coach was noted as owned jointly by Vintage Carriages Trust and the (then) Lancashire & Yorkshire Railway Saddletanks Fund. By the 1970 edition, our Midland six-wheeler had arrived, and was included in a note: "Three small Victorian passenger coaches purchased by the Vintage Carriages Trust for eventual restoration....."

About this time, the Trust purchased the "Bulleid" coach from British Railways. The purchase from David Kitton of the three Mets and the transfer of the "Chatham" coach from K&WVRPS were yet to come - these would complete our Collection as we know it today.

Noting that the first rolling stock movements were 6 March and 31 July 1965 and that both included coaches noted at that time as being VCT items - it looks as if the Trust was founded certainly no later than March 1965. Can anyone provide any evidence of the Trust's activities before that time, please? If so, this could give a fascinating insight into the earliest days of our Trust. Otherwise, the indications are that we are 28½ years old - and should be looking towards a significant celebration of our thirtieth year, in eighteen months' time!

Michael Cope: Hon Secretary, Vintage Carriages Trust
12th August 1993

And an important question, to finish with:

Would you like to volunteer?

- **to help with the Shops, or with looking after the Museum?** Please contact Jackie Cope, c/o Haworth Station, or on 0535 646472.

- **with our continuing restoration of the coaches (and locomotives)?** Please contact Philip Walton, again c/o Haworth Station (marking your envelope "VCT"), or on 0943 873900.

Or just turn up at Ingrow Museum on the first Wednesday evening of every month (from about 6.30 pm onwards) - you will be made very welcome!