

VCT News

Winter 1984/5

No. 19

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

Registered as a Charity
No. 510776

Adjourned Annual General Meeting

Notice is hereby given that the Annual General Meeting adjourned from Saturday 27th October 1984, will be re-convened on Saturday 23rd February 1985 at 7.30 pm for 8.00 pm, at the Globe Hotel, Parkwood Street, Keighley.

The business of the meeting will be to consider and, if thought fit, to accept the Accounts for the year ended 31st March 1984.

M. W. Cope
Secretary, VCT
24th December 1984

NB - This meeting will be followed by a meeting of the Committee, which all VCT members are invited to attend (and which all Officers and Committee Members are requested to attend!). It is hoped that the Globe's sandwiches, etc., will be available this time, and also that time will permit the showing of a few slides. So please bring some slides with you - they do not have to be railway slides - this means that there will certainly be selected views of the Pyrenees and the Mont Blanc region (you have been warned!).

M. W. C.

"Are you being served?"

Devotees of the television programme are not likely to find members of the cast attending to their wants in either Haworth (Mill Hey) or Keighley (Platform 4) shops (although your editor can visualise one of VCT's officers taking over Captain Peacock's role!). However, there is no doubt that both shops have served VCT well: Michael Cope has provided "pie" charts and notes relating to the 1984 trading figures at both shops and members will doubtless be interested in some of the details:-

Keighley:
(May-Oct)

Hard cover book sales accounted for 21%; followed by hardware 20%; magazines (full years) 20%; lamps 11%; booklets 7%; passenger timetables 4%; postcards 3%; slides, single magazines, '20p' prints, tickets/labels, and photographs 2% each; items from the '25p' box, badges, pictures and working timetables 1% each.

Haworth:
(April-Oct)

Hardware 21%; followed by magazines (full years) 19%; hard cover books 17%; lamps 14%; pictures 6%; slides 5%; signal instruments 4%; booklets and passenger timetables 3% each; single magazines, tickets/labels, '25p' box 2% each; photographs, postcards, working timetables, and '20p' prints 1% each.

VCT Shops Trading Pattern 1984

The percentages shown above are based on figures supplied by George Forshaw, for which many thanks, and the following are my observations:-

1. The pattern is very similar at the two shops - despite fears, this suggests that we are not starving one at the expense of the other: we need to continue to take care here.
2. Keighley is a bit better for hard cover books, Haworth a bit better for hardware. Function of display? Therefore keep the (slight) emphasis this way round. As we are short of stock in both these areas, I feel we must harden our prices somewhat here (only).
3. Haworth, with wall spaces, can sell pictures; Keighley can't. Consolidate Haworth (only) as picture outlet?
4. Other way round for booklets - success of Keighley 'pegboard'? Consolidate on Keighley?
5. Slides, as a 'minor item', are important. Continue appealing for them?
6. Disappointing Passenger, and Working, Timetable figures. Need to get on sale the considerable stocks we have!
7. Importance of magazines: overall, 23% of total income.
8. Disappointing sale of the 20p prints: another two years before we get our money back (but will then make a handsome profit!)
9. Photos disappointing. Again noted that we should not pay other than very token amounts: not a strong point!
10. Mail Order (not included in above), £385: 5½% of total - very much an area in which growth is available.

M. W. C.

Rolling Stock Report

M. S. & L. R. 4-W tricomposite

The first phase of restoration work at Carnforth has been completed. There is still much work to be done on the vehicle and negotiations are in hand to see how best the next phase can be tackled.

G.N.R. six-wheel brake-third

Much work on this vehicle is still required, both externally and internally, and may well take a few more years to complete.

Metropolitan Railway No. 427

Continues to be available for service: being brake-third is a useful vehicle on the railway. Some exterior trim work completed during 1984, and further work to be done when the weather improves.

Metropolitan Railway No. 465

This nine-compartment coach has had its roof re-covered during 1984, and was used for filming. Still some exterior panel and trim work to be done at the time of writing.

Metropolitan Railway No. 509

The roof was re-covered during 1984 and other work continues apace.

SR 3rd-brake side corridor coach
S3554S ("Chatham")

In service during 1984 this coach was re-roofed with modern material which, by all accounts, has been very successful. Some interior work needs to be completed and it is expected that exterior repainting may be carried out during Spring 1985.

BR(S) TSO coach E1469S

Progress continues on the extensive restoration of this coach.

Midland Railway 6-wheel composite

No further progress since our last issue, but a suggestion has been put forward that this could, perhaps, be the next one to be dealt with once the M.S. & L.R. 4-wheel vehicle has been restored.

(Above notes based on committee reports and additional notes from Michael Cope)

- E. G. C.

Locomotive News

"Bellerophon"

The boiler is now re-united with its chassis and all the pipework and connections made good pending a satisfactory steam test. It will then be sealed and finished.

Two time-consuming jobs then followed, they being making and fitting of injector feed pipes from injectors to boiler clacks, and a new ashpan. I say "new" because the locomotive, as far as I know, was never fitted with a proper ashpan. So measurements were taken and the largest possible has been made, complete with front damper door and operating mechanism. I can now see why originally it did not have one, because there simply isn't a great deal of space under a well-tank loco.

All boiler fittings have been fitted except for a second water gauge, but by the time you read this that task should have been completed.

The brake gear will have to be updated to comply with operating regulations and this is now in hand.

So that is the story up to the middle of December, but things are not standing still and I am hoping for a steaming date early in the New Year, which should be well publicised.

- M. T.

(We are grateful to Mike Todd for putting the above notes together: a photograph showing the loco with its boiler back on, which Mike enclosed, is reproduced elsewhere in this issue.)

VCT News

Of necessity this issue is limited to four pages, but it is hoped to have an eight page Spring 1985 issue, due out late April or early May.

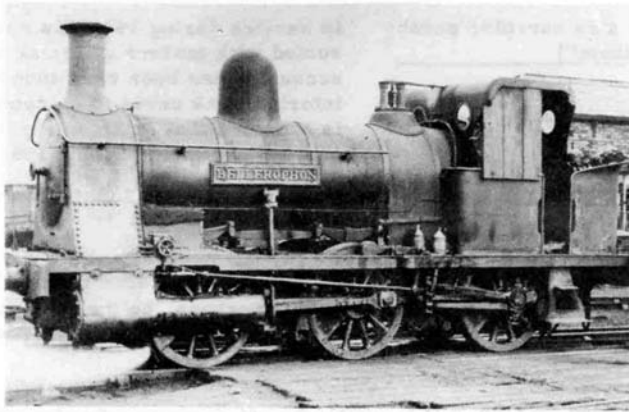
Due to change in personal circumstances I shall have to relinquish the editorial chair after the Spring issue, so any of you with a "journalistic flair" who would like to "have a go" please contact the Hon Secretary soonest so that arrangements can be made for the Summer issue in good time.

- E. G. C.

Subscriptions

Working members may find it convenient to pay their annual subscriptions at our VCT Shop, 5 Mill Hey, Haworth (NOT at Haworth Station, please). New members may also enrol at the shop in Mill Hey.

- H. S. F. J.



Members will doubtless be interested to see this photograph which, as far as is known, has not been published before. Sent to us by Mr Ken Turner, of Liverpool, it comes from an old album which appears to have been part of the Richard Evans records. Ken has been privileged to borrow the album and photograph some of the contents: this photograph is dated November 1926, and several alterations can be noted when compared with 1957 pictures of the loco in NCB service.

Some of the differences which Ken mentions are "... positioning of cylinder lubricator, timber buffer beams, safety valve arrangements, a small cock just behind the chimney, and the solid eccentric rods. There is also the flared top all round the coal bunker. No doubt there are others... The external condition doesn't look very good but it should be remembered that the picture was taken shortly after the general strike of 1926."

Meanwhile, below is the photograph, taken by Terry Sykes, which Mike Todd sent us showing "Bellerophon" at the end of 1984.

