

# VINTAGE NEWS

MAGAZINE OF THE VINTAGE CARRIAGES TRUST

Haworth Station, Haworth, Keighley. BD22 8NJ

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## EDITORIAL

The Vintage Carriages Trust has had a busy time since the last issue of the "news" and I am pleased to be able to provide you with an informative issue.

Currently, the Trust has been busy assisting with a new publication, "Midland Railway Locomotive Album, 1880-1910", compiled by R.Higgins from the collection of photographs bequeathed to the Trust by J.H. Wright. From the Worth Valley Railway's range, the Trust has acquired some of the newly produced postcards of Bellerophon and the MS&L coach, both of which look very good. Further details on these can be found elsewhere in this issue.

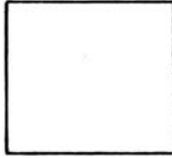
"Bellerophon" too has been busy throughout the highly successful steam days at Christmas and at Enthusiasts' Weekend - more comprehensive details of this, along with an up-date on the coaches, can be found in their respective reports.

I would like to thank everyone who has assisted me with this issue, because I am currently under exam pressure and time is limited.

I hope you enjoy this "news" and if you feel the urge, why not write something for the next issue?

*John Brailsford*

MEMBERSHIP SECRETARY



Subscriptions for 1986 were payable on 1st Jan. and to save postage, reminders are not being sent. A cross in the square indicates that your subscription is still outstanding and should be sent to the Membership Secretary, Sam Jenning, 14 Roger Drive, Wakefield. WF2 7NE. Rates are £2.50 Seniors; £1.50 Juniors and Spouses.

HSFJ

POSTCARDS

The following four full-colour postcards from the Worth Valley Railway's range are now available from the Trust's shops, at 10p each: by post, please send an appropriate-sized stamped addressed envelope with your remittance to VCT, 5 Mill Hey, Haworth, Keighley, West Yorkshire. BD22 8NQ.

1. "Bellerophon" at Oxenhope, just before working its first passenger train on 5 October 1985.
2. "Bellerophon" on Mytholmes Viaduct, with its first (one coach) passenger train: 5 October 1985.
3. "Bellerophon" at work on the NCB in the 1950's.
4. The Manchester, Sheffield and Lincolnshire Railway tri-composite coach, restored to post - 1906 Great Central Railway french grey and chocolate livery.

MWC

THANK YOU, Chancellor!

As Members may have noted, this year's Budget included concessions to encourage Employers and Individuals to support voluntary-sector Charities. These may have an important and beneficial effect on our own Trust, which is, of course, a Registered Charity.

Briefly, from April 1st of this year:

the present limit of £10,000 on Covenants over four years from individuals is abolished;

companies may make single payments instead of having to covenant over four years;

and companies will be able to give up to 3% of their annual dividend to Charities and receive tax relief at the basic rate.

Also from April 1 of next year, any person on a company payroll may donate up to £100 a year, with full tax relief to Charity, the operation of this being via the PAYE system.

It is too early to assess the implication of these concessions on the Trust. We will, however, ask Members to consider the new possibilities now offered: and will take the opportunity of reminding all who would care to covenant at least their subscription and a modest donation (but a sum not less than £5 and by standing order, please). Covenanting allows the Trust to claim back the Tax you have already paid, so usefully increasing the sum involved, at no extra cost to you. The Trust's Covenant Treasurer is Mr. Sam Jennings and his address is 14 Roger Drive, Sandal, Wakefield; he would be delighted to hear from you!

MWC

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..... Heard the one about "Bellerophon" pulling 128 tons of "City of Wells" up the hill out of Keighley - with five coaches as well?

..... or the one about the fireman who finished with an empty bunker after only two trips from Keighley to Damems?

..... or about the effortless way "Bellerophon" pushed five coaches into Oxenhope platform?

These all happened at the Spring Enthusiasts' Weekend - and at least one is true!

## BELLEROPHON REPORT

Since the last newsletter, we have had "Bellerophon" on various Works trains up to Christmas.

Every opportunity was taken to run the loco, usually on Saturdays, and if possible, to run one line trip on each occasion. On every occasion the right hand big end ran hot, various methods being tried to cure it, but to no avail, until it was decided to white metal the bearing, this being done the week before Christmas and no time to try it out before the re-naming ceremony.

So, with fingers crossed, the 27 December came and we ran 4 line trips without any problems; we found out that the bearing had been re-metalled with the wrong material and was the only one treated this way, so white metalling cured our problems. A good day was had by all on the 27th, despite frozen water supplies and inferior coal.

The 30th and 31st were a great success this time with a change of coal. We had a great media success with BBC "Look North" and there are not many locomotives around today which feature in the "Daily Mail" and "The Guardian" as "Bellerophon" did.

"Bellerophon" was then winterised in the New Shed and then steam tested a week before Enthusiast Weekend.

Over the winter, the opportunity was taken to modify the cylinder lubrication, before it fed into the front of the steam chests only but now it is fed into the main steam pipes, therefore ensuring a better distribution of oil and runs better for it.

Also, a frame with a canvas sheet has been fitted for the winter running, not only for crew protection, but to protect the footplate and fittings from the elements when pushed up for lengthy periods, not forgetting we can't be certain of 100% covered accomodation all the year round.

Enthusiasts' Weekend was another milestone, with the Keighley-Damems shuttle with "Charwellton". Their performances did the small engines proud, with full loads on the two days. As I was told, "Bellerophon" was the only loco that didn't slip on Keighley bank that weekend. This goes to prove that being a well tank, the weight is just where it is needed, so Richard Evans must have been right with his design.

MT



## VCT COACH REPORT

The Good News:-

### MS&L 4 Wheel Coach

The external restoration of the MS&L (Manchester, Sheffield and Lincolnshire Railway) four-wheeled 1876-built tricomposite coach is now complete. It is on display in the Oxenhope Exhibition Shed, resplendant in its early Great Central Railway painted livery. The overall appearance and the finish is a great credit to Mr. Bob Timmins (who did the painting, to the Area Museum & Art Gallery Service for Yorkshire and Humberside: whom we thank for financial assistance, without which, this project could not have been completed) - and of course to this Trust.

A few oddments are yet to complete on the MS&L coach: in particular, reinstatement of the roof furniture and of the end stops and so forth. Hopefully, we should be able to tackle the upholstery of the former First and Second Class compartments fairly soon. This is (of course!) dependant on finance becoming available. We will then be the proud possessors of a very fine fully-restored Victorian four-wheeled coach.

The rest of the news .....

Activity has slowed. You may be able to spot the main reasons by reading the following, in which the coaches are listed in the order in which they appear on the Worth Valley Railway's stock list:

### Chatham Brake Coach - 3554

The Chatham coach (WVR No. 1) is now standing outside. The wet and cold Winter weather has done it no good, including causing the recently-replaced interior matchboarding along the length of the corridor to expand and lift. Inevitably, there will be other damage. It was, however, pleasing to see this coach as half of the two-coach Keighley to Damems shuttle set over the Spring Enthusiasts' Weekend, between "Bellerophon" and the visiting "Charwellton".

### Metropolitan 9 Compartment Coach No. 465

WVR No. 2. Our nine-compartment Metropolitan Railway coach, now has one side newly painted to a high standard, to the considerable credit of those involved. By agreement, this coach shall be outside at the end of March, as the Railway's Carriage and Wagon Department

need the space for a programme of coach roof painting over the Summer. Hopefully, we should be able to tackle the other side (and the lettering?) in the Autumn.

#### First Class Metropoli: an Coach No. 509

The First-Class Metropolitan coach is still stranded in the Exhibition Shed. Various escalations from an incident last Summer when a member was reported for hand-sanding this coach (creating clouds of dust!) mean that volunteer work on this coach is now virtually at a standstill, being forbidden whilst the Exhibition Shed is open to the public. This makes things difficult for those of us in full-time employ! At the time of writing, hopes of a compromise settlement are slim indeed. Good progress has, however, been made by our Contractor, Mr. Ken Manley, working mid-week in reinstating wood panels on the doors and on the exterior at the end where (war time?) collision damage had resulted in metal panels being provided. However, completion of this coach can now only be thought of in the fairly distant future.

#### Metropolitan Brake Coach No. 427

WVR No. 4 is the Metropolitan Brake. This is available for use, and indeed was used, over the Enthusiasts' Weekend. Steam heating leaks caused two compartments to be locked out of use, and further external attention is now necessary.

#### Bulleid Second Open Coach No. S1469S

The many calls on John Downs' time from elsewhere on the Railway mean that progress on the Bulleid coach (WVR No. 5) has been only fairly modest. Terry Sykes has been able to help to some extent, with the result that the outer skin is now complete, with the window apertures cut on one side. There is a long way to go yet, though. After the end of March, this will be the only VCT coach in the "Workshop" Shed.

#### Great Northern 6 Wheel Coach

The GNR coach remains on view in the Exhibition Shed, looking quite presentable. It would be pleasant to ask Mr. Timmins if he would be available to re-varnish this coach, to give a finish to the same standard as the MS&L coach standing next to it: but there are major problems - not the least of which being that we would wish to replace the roof canvas, tidy the underframe, and give a modest amount of attention to the woodwork.

### Midland 6 Wheel Coach

Some progress has occurred on the Midland six-wheeled coach (built 1886) courtesy of two of our younger members. A general clean-up internally has led to the decision to replace the missing bulkhead walls. This will strengthen the structure and restore the correct profile, as a necessary preliminary to the coach's full restoration. With the coach, as always, outside the only other work possible in the immediate future is to extend the clean-up to the underframe, running gear and wheelsets.

### The Future .....

Attentive readers will have noted the theme running through the above: SHORTAGE OF COVERED ACCOMMODATION. This is, of course, a problem recognised a long, long time ago. It has led to the considered decision for the Trust to build its own Carriage Shed. This decision has been supported and approved by the Railway, as has the intended site: which is at Ingrow - John Downs is co-ordinating the project. Preliminary drawings have been prepared, and a budget price obtained.

The price is £50,000.

Said quickly, £50,000 doesn't sound that much.

Now think about it!

It is highly likely that, as a Registered Charity responsible for quite an important Collection, the Trust will be able to obtain Grants from public money, but is restricted to 50% of the total. This would leave, at best, £25,000 to find separately - by our own efforts: by personal, commercial or industrial donations or patronage. We are not asking for money at the present stage, but are asking for constructive suggestions and offers of assistance for when the time comes. Please write, with these, to the Secretary, VCT, c/o Haworth Station, Haworth, Keighley, BD22 8NJ. Our need for covered accommodation for our collection is an urgent one: can you help, please?

MWC

### BELLEROPHON STEAMING DATES

Steaming dates are not yet finalised at the time of printing, but by ringing the talking timetable at Haworth, details will be available or by sending a SAE to the Secretary, Vintage Carriages Trust, c/o Haworth Station, Haworth, Keighley, West Yorkshire, BD22 8NJ.



## MIDLAND RAILWAY LOCOMOTIVE ALBUM

A few of Mr. Wright's photographs had been used in the "Worth Valley History" and also in "North of Leeds"; these being supplied through friend and neighbour, W. Hubert Foster. But the size of Harold Wright's collection came as a surprise to many people when it was bequeathed to the Vintage Carriages Trust. Clearly, there was scope for a comprehensive photographic album which should justify publication. The question was how to make best use of the material by way of presentation and layout. This task fell to the present writer.

Whereas anyone could look at the date and location on the back of a print; read the number on the locomotive, and come up with a caption such as "Johnson 4-4-0 No. 234 at Leeds on 3rd August, 1905", and unfortunately books do appear with such incomprehensive captions, it was felt to be well worthwhile to spend however long it took to research as much information as possible. In other words, to do some detective work on the photographs. A good number of prints carried no date, but there were many clues which often enabled the period to be fixed to within a year or two. For instance, the style of lining and lettering, the presence or absence of the old communication cord, attached to a second smaller whistle on the locomotive. Many locomotives, especially the 4-4-0's, were rebuilt with larger boilers during this period and some of the same engines have been photographed with the small Johnson boilers and the larger Deeley rebuilds within a few months. A change from small brass numbers to large transfers also took place at this time.

Every attempt would be made to avoid repeating information which is easily obtainable elsewhere: so the available publications on Midland locomotives were studied and areas of omission identified. For example, to the writer's knowledge, there has never previously been a concise tabular list of the Johnson 4-4-0's, showing the development of these locomotives from the earliest in 1874, which were really 2-4-0's, but with a bogie, up to the largest types of 1901; and this was felt to be well worth recording. Mr. Wright's photographs cover virtually every development as cylinders, boilers and fireboxes were enlarged to meet the demand for increased power. A logical conclusion was to arrange the photographs in chronological order, to illustrate this development. Because so many conflicting statements have previously been published, researching the 4-4-0's was particularly time consuming. Unfortunately Mr. Wright had got some of his own captions wrong and there were several incorrect locations given which have regrettably appeared in other publications.

Then, as now, photographers tended to concentrate on express passenger locomotives and the humble but very numerous 0-6-0 locomotives are relatively poorly represented. It was felt that it was beyond the scope of this volume to comprehensively list the 0-6-0's. In the case of the Compounds, as there are at least two locomotive monographs dedicated to these locomotives, numerical listing is not attempted.

Good books have been let down by poor exteriors; just as good covers have sold poor books. The author, whilst perhaps competent to deal with the photographs and captions, felt it wise to entrust the important job of designing the cover to professional and local graphic artist, Anthony B. Ainley was chosen. I have certainly enjoyed my part in the production of this book and hope that members feel that VCT has dealt usefully with the collection entrusted to it.

R. Higgins

Midland 6 Wheel Coach

BR No. DM284677, LMS (2nd?) No. 284677, MR No.?

Glenn Foxley is looking into the numbering of this vehicle and would appreciate any information members may have. It was originally built as a Composite to D 516 but a full list of numbers of the coaches is not available; some numbers are given in the recent book by Lacey and Dow. Inspection of the doors on the coach reveal two sets of numbers: three of the existing doors in the positions of the original Third compartments are stamped 606 (which is inside the ventilators) - this is a number allocated to a five compartment third coach. The baggage compartment doors are, however, stamped 358, which is a number used for a 43 ft. sleeping carriage (picture in Lacey and Dow's book). It is possible that the number allocated to the sleeper was taken as the next available number (a block of four sleepers was built in 1887) so that the luggage door stampings represent the intended number, but not the actual number painted on the vehicle. We have come across examples of drop-lights from other vehicles being used as replacements, but this is the only time we have noted a "door change" if in fact the third class doors of 606 were used to renovate 358! Any information as to when it was fitted as a brake van and used as an S&T Store at Edge Hill MPD Liverpool will also be welcome.

GF

### 21st Birthday Celebrations

It is hoped to arrange some type of event during 1986 to celebrate the fact that five vintage carriages and one vintage locomotive have been on the Keighley and Worth Valley Railway for 21 years.

The vehicles concerned being as follows:

*SIR BERKELEY* - This locomotive arrived at Haworth on Tuesday, 19th January 1965 by lowloader and made it on Worth Valley metals on Wednesday, 20th January.

*CHATHAM 3554* - This coach arrived at Keighley on Thursday 25th February, 1965 and taken to Haworth on Saturday 6th March, 1965 on the first day the branch was used in preservation.

*MS&L/GCR 176* - This coach also arrived at Keighley and was in the same formation to Haworth as the Chatham on the 6th March.

*METROPOLITAN 427, 465 and 509* - These coaches arrived at Keighley during July 1965 and were hauled to Haworth on 31st July 1965.

This date, 31st July 1965, was the first public showing of the pride of the Worth Valley Railway coaching stock resplendant in what was planned as the standard colours of primrose and dark blue. This was the Chatham and by the end of 1965, two of the Metropolitan coaches had also received a re-paint in the same colours.

None of these vehicles were owned by the Vintage Carriages Trust at the time, but have been acquired since for their future preservation. The original owners being: for Sir Berkeley - Roger Crombleholme; Chatham - Keighley & Worth Valley Railway Preservation Society; Manchester, Sheffield and Lincolnshire - Tony Cox; and Metropolitan coaches - David Kitton.

The VCT was not, in fact, formed until late 1965 or early 1966.

The first VCT News being produced in March 1966.

The first VCT coach preserved being the Great Northern Railway six wheel brake in May, 1966.

Could this mean the VCT being twenty-one again in 1987?

*T. England*

MIDLAND RAILWAY LOCOMOTIVE ALBUM, 1880-1910

The Vintage Carriages Trust is pleased to announce its new publication:  
"Midland Railway Locomotive Album, 1880-1910"

The turn of the Century was an exciting time for the railway observer in the Leeds and Bradford area. The Midland Railway was steadily developing its fleet of elegant passenger locomotives, culminating in the famous "Compounds". Fortunately, the late John Harold Wright was there with his camera to record this fascinating period. Some 120 of (mainly) his photographs have now been brought together in this album with a comprehensive commentary by VCT President, Robin Higgins.

*Single copy softback - £5.95 plus £1.00 p&p*

*Single copy hardback - £9.00 plus £1.00 p&p*

*(A 35% wholesale discount is available for 3 or more copies: softback £3.87 each, hardback £5.85 each, post free.)*

*For VCT members, the membership discount makes the cost:-*

*Single copy softback - £5.20 plus £1.00 p&p*

*Single copy hardback - £7.88 plus £1.00 p&p*

*(Please include your membership number when claiming members' discount by post.)*

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