

VCT News

Vintage Carriages Trust, Haworth Station,
Haworth, Keighley, Yorkshire, BD 22 8 NJ.

Charity Registered in
England No. 510776.

Winter 1981/1982

Editorial Just a brief 'Thank You' to those of you who have written with items for the newsletter - one or two items I have in hand are having to be held over at the moment, hopefully to be used in the next issue.

Most information inevitably comes from curators of the vehicles because this is mainly the news that members want to hear, as well as VCT news in general. With the 'diversification' into caring for the two small locomotives I hope that this issue will have something to interest most of our readers.

"BELLEROPHON" Michael Cope has passed me an interesting batch of correspondence relating to this locomotive which has come from one of our members, Vernon Smallwood, of Southport. To summarise it all would fill one issue (and more!) and we would hope that much of it might eventually form the basis for a small publication. Vernon has collated quite a large amount of historical background to the locomotive's existence and no doubt many readers may already be aware of this. He has prepared an article for "Railway World", has submitted material to BBC and Granada TV, and in addition has brought the preservation project to the attention of the NCB Chairman, Sir Derek Ezra, and also Mr. Joe Goruley, up till recently President of the N.U.M. - apparently the latter started his working life at the nearby Golhouse Mine. Vernon has also contacted other interested bodies in the Liverpool and Manchester areas who have expressed interest in the project. Due to disability Vernon is not able to visit Haworth as much as he would like to see the loco in which he was "...so personally involved with during my schooldays..." (1920's) but the intense enthusiasm and interest he has taken in the locomotive and its ultimate preservation makes us hope that as many people as possible will support the venture in one way or another.

Incidentally members should receive a copy of the Trust's constitution with this issue and section 2, "Objects", paragraph (a) should help to clarify why we are taking the two small locomotives into our care, as they are effectively "...other items of rolling stock and associated equipment."

WHAT'S IN A NAME? Readers of Trains Illustrated No 42, due out in March, will be able to read an article by Vernon Smallwood dealing with the locomotive mentioned above. Meanwhile Michael Cope has provided some facts in connection with the locomotive's name:

Bellerophon (ba-ler'a-phon), in Greek legend, was the son of Glaucus, King of Corinth and the grandson of Sisyphus. Originally named "Hipponus" he became known as "Bellerophon", meaning "killer of Belleros", for having accidentally killed a relative, perhaps a brother, of that name. Fled to Argos, where Antea, the wife of King Proteus, fell in love with him. When he spurned her she accused him of trying to seduce her; because Bellerophon was a guest in his court, Proteus would not kill him; instead he sent Bellerophon to Iobates, King of Lycia, bearing a sealed envelope demanding his execution. Iobates sent Bellerophon to destroy the fire-breathing dragon Chimera on his way, with the aid of Athena (Minerva), Bellerophon captured and tamed the winged horse Pegasus, and by riding

above the dragon he was able to kill it with bow and arrow.

Sent again into danger by Iobates, Bellerophon defeated the Solymi and Amazons. He was accepted by Iobates whose daughter he married. Given an exalted position Bellerophon grew overtly proud and in attempting to ride Pegasus to Olympus he was made to fall to earth. Crippled and blind he spent the rest of his days as a pathetic wanderer and misanthrope.

V C T: CHARITY. Vintage Carriages Trust, as mentioned in the last issue has now attained charitable status and has registration number 510776 with the Charity Commissioners.

The benefits of this are primarily financial, including exemptions from many aspects of taxation. A major advantage is that those members (and interested non-members) who pay UK Income Tax may covenant their subscriptions or any regular donations to the trust. This means that, without any extra payment by the covenantor, VCT may recover income tax already paid by the covenantor so as to increase the amount received by (at present) just over two fifths. The only requirement is that the donor shall 'Covenant' ('formally agree') to make these payments annually for four years.

Members (and indeed any interested non-members) are therefore urged to read the enclosed leaflet, which describes the arrangements in some detail, and then to complete the form which is part of it. Further forms, and further information if required, are available from:

Sam Jennings, Esq. c/o Haworth Station

Your support would be very much appreciated.

IWC.

V C T: GRANTS. Vintage Carriages Trust is pleased to announce that the Science Museum has offered a 50% grant in aid from the Department of Education and Science Fund for the Preservation of Technological and Scientific Material towards the purchase and restoration of the locomotives "Bellerophon" and "Sir Berkeley". We are delighted to accept this grant and take the opportunity of expressing our thanks, not the least for the implied confidence in the Trust and that which it is striving to do.

The formal purchase of "Bellerophon" for the agreed price of £1 was made at the K&WVRPS's Annual General Meeting on November 14th, 1981. As described elsewhere, a great deal of work has already taken place (by courtesy of Terry Sykes) and this project is proceeding very nicely. The firm intention is to restore it to working condition.

At the time of writing, the formal purchase of "Sir Berkeley" - again for a purely nominal sum - has not been made; however this should happen in the very near future and no major problems are anticipated in assembling "Sir Berkeley" from the piles of bits currently at Ingham.

The Science Museum grant aid for the two locomotives is for 50% of an estimated total of £12,090. This leaves £6,045 to find. So, first message: **MONEY** please (complete your Covenant forms now!). Also, second message: **your WORK**, please! If able to assist (and preferably not too much committed already to the railway) please contact Terry Sykes for "Bellerophon"; or Terry Hodgson, or Paul Waite, or Steve Carroll, for "Sir Berkeley", or VCT's Secretary, c/o Haworth Station.

IWC.

SHOP! Last summer's experiment of paid staff to look after the shop on Keighley platform during the railway's daily-running period was eminently successful and is likely to be repeated this summer. Anyone wishing to be considered for possible mid-week employ during this period should contact Chris Smyth (Chairman, VCT), c/o Haworth Station as soon as possible. Regrettably, we can offer but modest pay; but it could help you to help us.

Weekend (volunteer) staffing was quite good last year, with the shop being open for the large majority of the time. We would like to thank Geoff Lewthwaite for his very considerable efforts here, which were much appreciated. Paul Betteridge has now taken over the Railway's Rostering Officer; we look forward to the happy relationship continuing, and wish Paul all the best with this major commitment.

Incidentally, we would like to ask all members, please, to publicise the selling side of our activities: the shop is at the end of No. 4 Platform, (i.e. the bridge end) of Keighley station, and is usually open whenever Worth Valley trains are running into Keighley. Please persuade all your friends to come and buy! We have received many donations of books, etc., for the shop, and have made several purchases in the last few months of 1981. (We are very well stocked and need to SELL. Further donations, of course, are very welcome, and we can usually offer a fair price for larger collections: donations of books, etc., to Haworth Station, please.)

Again we take the opportunity of thanking all those who have made donations to the Trust, whether cash or goods - in particular those who did so anonymously and therefore haven't been able to be thanked previously.

HWC.

THE WHAT? Keen readers of the back page of the current edition of "Push and Pull" will have noticed that we are seeking a new, improved name for the VCT shop. The shop represents our major source of regular income and it's important that we publicise it, its location and hours of opening, shown above, as far as possible. The new name is part of this exercise: what are being described as 'valuable mystery prizes' are offered for (a) the best, and (b) the worst, suggested new name. So get your superb (and terrible!) entries to Chris Smyth c/o Haworth Station, as soon as possible.

HWC.

ROLLING STOCK NEWS

Metropolitan Railway Brake 3rd No. 427. This coach has been available for service throughout 1981. It then replaced the 'Chatham' in the Exhibition Shed at Oxenhope during December, before being transferred to the 'White Shed' for fairly major body repairs.

Since the VCT work force is tied up with other work the repairs will be carried out by a contractor who will remove many of the exterior panels below the windows which have cracked, repair the structure as necessary and fit new plywood panels and new mouldings. Five windows will also be re-glazed with toughened safety glass at the same time and several window mouldings, the shaped wood with sunrounds and retains the glass, which have been damaged, will be replaced, probably with aluminium mouldings.

For some time it has been known that there is a blockage in the vacuum pipe at the brake end, and while the coach is in the shed this pipe will be dismantled and cleaned out as necessary. Finally the coach is to be repainted in its brown livery by the contractor and hopefully will be in service again in the Spring.

H.S. (30.11.81)

Metropolitan Railway 9-cpt. 3rd class coach No. 465. Most of the effort on this coach since the last edition of the VCT News has been directed towards the exterior body work.

All the large panels below the windows have now been replaced using

marine plywood with new hardwood structure behind them where necessary. This structure was originally made of oak and acted as a sub-structure to the main teak frame. In most cases water had rotted the oak over the past 62 years to such an extent that most of its strength had gone and could be pulled apart by hand.

Some steel bracing in these areas were also replaced and all the insulation between the outer and inner skin panels was discarded at the same time as this was found to retain moisture which would ultimately damage more woodwork.

At present the coach is complete on the outside with only the bogies and underframes to tidy up at a later date. Work is, therefore, recommencing on the interior and where four compartments have been restored with the fifth nearly finished. The sixth, seventh and eight compartments have all been started.

The light at the end of the long tunnel can now be seen regarding the completion of work on Met. No 465 and if all goes well it should not be a very long time before the coach can be made available for traffic.

M.S. (27.11.81)

Metropolitan Railway 1st class coach No. 509. Progress on this coach continues without major setback, allowing thoughts as to completion of this project, rather than this being a vague possibility for the far-distant future.

Outside contractors have now completed the 'major holdup' job of replacing the coach's damaged corner post and its associated framing. Unfortunately the latter was only to 'professional' standards; but at least it is reasonably solid. At the same time of writing the two remaining compartments are, structurally, virtually complete. After allowing the wood-preserved to dry out, the next stage is to wallpaper the ceilings. This will need to be a 'contracted-out' job unless a competent volunteer would care to come forward - if so, please contact Michael Cope at Haworth Station.

Virtually all of the existing trim is now varnished and ready for putting back into position. The long job of ^{replacing} that which was destroyed by sundry wet and dry rots then start - it's possible that the coach will be available for service before the last piece of trim is made, varnished and put into position! Most of the exterior is now stripped of its many layers of varnish and paint, and is ready for smoothing before its intended varnishing. The roof covering, replacing the several aluminum panels, work on the doors, reglazing as necessary and refitting the vents are amongst the many items yet to be dealt with; but at least the worst is over - we hope! (Anyone who would like to participate in these final few years of work is asked to contact Michael Cope).

MWC.

'Chatham' coach S3554S. The Chatham coach has been available for use throughout 1981, except during June and July. During that period the coach was repaired and prepared for painting, including the replacement of three dozen 'matchboards' below the window line. The woodwork and painting was completed by a contractor in the last week of July.

The interior was also tidied up by having the ceilings painted white, the brass ventilators polished and lacquered and over one hundred brass screws fitted into the trim to replace those which had mysteriously disappeared over the years.

The coach re-entered service on August 1st for the K&WVR Presidential/Chairman's special in the afternoon, and the Standard 4 Loco Society in the evening.

At present the position regarding this coach is that two new droplights for the guard's compartment are awaiting installation and the transfers to match the new SR malachite green livery have yet to go on. Some internal matchboarding will be replaced in the spring but other than regular cleaning it is anticipated that no major work will be required on this coach for quite some time after that.