

VCT News

Summer 1984

No. 18

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

Registered as a Charity
No. 510776

New Format

Reaction to the change of size has been very favourable, and as it means less demand on restoration funds, the sensible thing will be to adopt the A5 size for future issues. Two apologies due - (i) to our overseas members for including UK stamps on the 'Bellerophon' reply envelopes, and (ii) for the caption error under the photographs: this came about because I was writing at the printers', at the same time discussing the production of 'No Smoking' signs for the 'Chatham' coach, and inadvertently wrote 'Chatham' instead of 'Bulleid'.

Meanwhile, Chris Smyth has expressed the wish that we revert to numbering each issue, and in order to bring the sequence up to date this is how it is from issue no. 10, January 1979:

No. 11	Winter 1980/81
12	Spring/Summer 1981
13	Winter 1981/82
14	Autumn 1982
15	Spring 1983
16	Autumn 1983
17	Spring 1984

The question of how many times we issue the 'News' each year has been raised. Ideally it would be nice to have four issues, but on a practical basis it is often difficult to gather in enough new material to do this. We aim for at least three this year.

- E. G. C.

Adjourned Annual Meeting

Notice is hereby given that the Annual Meeting adjourned from Saturday 17th September 1983 will be continued at 17.00 hrs. on Saturday August 11th, 1984, in the 'Bulleid' coach at Oxenhope.

Agenda

1. To receive and if thought fit to accept the Accounts for the years ending 31st March 1982 and 31st March 1983.
2. Appointment of Assistant Secretary.
3. To consider a proposal that the Hon. Auditors be Messrs Ashby Berry and Company of 48/49 Albemarle Crescent, Scarborough (note: the effect of this would be to change the Auditor from Mr Richard Coulson personally to the firm of which he is a partner. This is consequential on changed professional requirements concerning liability and would otherwise in no way affect Vintage Carriages Trust).

Copies of the accounts will be available at this continued meeting, and will be sent (when available) to anyone sending a large s. a. e. to the Secretary, c/o Haworth Station.

- M.W. Cope Secretary 10th June 1984

From the Chairman's Desk

It has been a hectic Spring!

Perhaps the most exciting news is that we now have two Transport Relics Shops. Our new shop, at 5, Mill Hey, Haworth, is within 50 yards of Haworth Station, just over the road from the Fish and Chip Shop. It opened at Easter and takings over the first few weekends are encouraging. VCT members and friends can help considerably both by donating goods for sale in the shops and by helping to man the shops.

It is worth noting that we are having to pay staff to run the shops on some days. This is not because we prefer paid persons to volunteers: a paid person has to be paid out of profits. But a closed shop means no profit at all, and no profit means no restoration work. Can you help to improve our voluntary roster? Or can you think of someone else who might be interested? Perhaps someone with an interest in old railway books and magazines? Or someone who would like to make a real contribution to railway preservation but who lacks practical skill or the physical agility to actually work on rolling stock? If so, please contact Trevor England at 15, Crosby Avenue, Bramley, Rotherham, S. Yorkshire - telephone (0709) 548674.

On Saturday May 19th the Association of Railway Preservation Societies held a Worth Valley based General Meeting. VCT is a full member of ARPS and we were particularly pleased to show off our coaches and locomotives to the delegates of ARPS Member Societies.

To illustrate the work which VCT undertakes we held a Sherry Reception in the stripped-down 'Bulleid' coach. Many of VCT's working members were on hand to explain the work in hand and to promote our Relic Shops. VCT was also well represented on the ARPS evening 'Super Train'. We hope that many of those present appreciated the contrast between the dismantled 'Bulleid' and the restored 'Chatham' coach.

Slides - VCT has a remarkably ready market for transport slides. So, if you are thinning down your collection, please consider giving VCT the surplus.

Congratulations to Mike Symm and Sonia on their recent marriage.

Postcards and Photos - always welcome in our relic shops!

No Escape! It is reliably reported that a VCT officer and delegate to the ARPS General Meeting made the mistake of visiting Ingrow Shed in his 'best bib and tucker'. He had hardly got through the door before he was drafted to assist in the delicate operation of lowering the frames of 'Sir Berkeley' back onto its wheels

More congratulations - to VCT Secretary Michael Cope on his appointment as Head of Department of Engineering at Hull College of Further Education.

In letters to the Secretary, the Chairman of ARPS, Capt. Peter Manisty, MBE, RN, writes "... The VCT will always be vivid in my own memory as a member who gave support right from the very early days and it certainly brought a glow to my heart to see them doing so well on Saturday", and the ARPS Meetings Organiser, Peter R. Ovenstone, writes "... to thank you and all the others in the VCT team who gave such a warm welcome to all the meeting participants giving an excellent start to the weekend's activities. Particular thanks to the ladies who helped with the important task of dispensing the benison! "

- C.G.S.

A New Venture

The VCT shop at Keighley Station is well established and well known to many of our members. Our storage premises at Haworth have long been almost bursting at the seams with saleable stock. So has the Keighley shop. Now, at last, we have an additional sales outlet in our new shop at 5, Mill Hey, Haworth, adjacent to the railway station.

It is twice the size of the Keighley shop and having formerly been building society premises the interior decor is very attractive. The negotiations for the lease of the shop were protracted but after many months the keys were ultimately handed over on the weekend prior to Easter. Two very hard-working members got cracking and by the following Thursday evening the empty shop had been thoroughly cleaned, re-furnished and stocked up ready for opening on Good Friday. Incidentally it turned out to be a good Friday - the takings were quite promising.

There are two excellent shop windows in which our goods are displayed. These attract quite a lot of attention from passers-by as there is a busy bus stop right outside the shop. There is also a thriving 'chippy' and a pub across the road. It is, in fact, a prime location for the shop. On the Thursday evening a young girl about 10 years old came into the shop with a rather bemused look on her face and said, "Can I have a packet of crisps, please?" She was gently told that she would probably have greater success if she tried the newsagent's shop across the road. Our first customer!

Since then the shop has been making good progress. Once it becomes known and established it should prove a profitable asset. There are still various modifications to the interior to be carried out as time permits. The shop is now open from 1 pm to 5 pm daily, seven days a week, until early September when it will revert to Saturday and Sunday openings. We have two obliging gentlemen - Chris Archer and George Bland - operating the shop on different days, who will be very happy to serve you. Do pay a visit next time you are in Haworth.

People who have already visited the shop have made some very complimentary comments. We look forward to seeing YOU.

P.S. The Keighley shop is also open when trains are running.

- G. A. F.

Attendance at Special Events

VCT has a stall at Oxenhope on Enthusiasts' Weekend and Gala Weekend, and we take a stall to Rochdale Model Railway Exhibition every year. We also visit some BR open days. These events make the Trust quite a lot of money, so why don't we attend more of them?

The answer is not lack of stock to sell: we have plenty of suitable material. It is not a lack of suitable events, though financial considerations rule out some events which seem attractive at first glance. It is not even a shortage of people to man stands, though they do take some organising. The basic lack is of an individual (or individuals) prepared to co-ordinate VCT's attendance at additional events.

Organising a stall is an interesting task, but it is much more than just turning up on the day and selling things! Here is a brief summary for any potential organiser. The job can be divided into several stages:

1. Assemble a list of suitable events.
2. Select the most likely two or three.
3. Would a VCT stall be both possible and profitable?

- (a) Would the organiser permit such a stall?
 - (b) What would it cost? Include fee paid to organisers, van hire, petrol and any other expenses.
 - (c) What money will we take? (This will have to be an educated guess!) Roughly half of VCT's takings will have to be spent buying replacement stock (it's not all donated, you know!) - so halve your estimated takings. If they exceed the expenses calculated in (b) above then you would expect VCT to make some money from the venture. If the expenses exceed the halved takings forget the event!
 - (d) Make some allowance for the fun you will get out of the event! A marginally profitable venture which is a 'good do' is as worthwhile as one quite profitable but boring event (if only because your 'staff' are likely to come back for more).
4. Proceed with the event/s which seem most worthwhile. Arrange for someone (not necessarily you) to assemble the required stock in small strong portable boxes (there are no prizes for rupturing yourself and books are heavy).
- Make sure the assembled stock is what you want, e. g. model railway stuff for a model railway show, and that there is enough of it. It must include VCT publicity and information, an 'admin' kit (pen, pencil, rubber, 'Sellotape', price labels, white paper and card, drawing pins), and paper bags of several sizes.
- If the K&WVLR sales department will not be present you should take K&WVLR timetables and posters which are available from the publicity store adjacent to Keighley VCT shop. You might also take some KWV sales items - arrange details with the K&WVRPS sales department and again think about what is likely to sell.
- 5. Arrange transport of stock to event and setting up of stall. Check, will tables be provided or do you need the VCT/KWV market trader's stall? If you need the latter you must sort out where it is, how it is to be transported and, most important, how to put it together (if you have not done it before you will need a diagram).
 - 6. Arrange for manning of stall throughout event (you need sufficient people to let everyone taken an occasional break). You should also think about till/ cash box arrangements.
 - 7. Arrange return of stock to Haworth, or Keighley, paying-in of takings to VCT's bank account, and neat storage of stock and stall.

Have fun!

- C.G.S.

Ties

Only one letter so far, from our worthy Chairman, who favours a design showing the locomotive 'Bellerophon' surrounded by the words 'Vintage Carriages Trust' on a good quality woven tie. Your editor favours a design that would feature both a carriage and a locomotive: however, from an 'instant identity' point of view it may be that a stylised-coach incorporated in a logo-symbol with the letter VCT would be more practicable. At the same time perhaps other items of apparel should be considered, particularly as many people do not wear ties.

Help needed!

Does anyone know where we can locate our member Mr R. F. Haynes? The address we have in our records is apparently not correct.

- Ed.

'Number Five, Mill Hey'

Two things need emphasising: firstly, that our Mill Hey Shop is in addition to our shop on platform four at Keighley Station, and secondly that, although continuity is being provided at the Haworth Shop by (paid) part-time employees, volunteer assistance is very much welcome: please contact Michael Cope c/o Haworth Station, giving (in fairness to our employees) as much notice as you can, please - not less than a fortnight will be appreciated. Keighley shop is continuing entirely with volunteer manning. (If you would like to help there, please contact Trevor England, as indicated in our Chairman's notes elsewhere. - Ed.)

As mentioned elsewhere, the first few weeks of trading have been quite successful, despite mid-week business being rather quieter than expected. So far the available sales stock is holding up quite well but, of course, we now need to acquire rather more stock than previously applied: so your donations of books, magazines, lamps, etc., are particularly welcome, and we will always make realistic cash offers for larger collections.

- M.W.C.

Dates for your Diary

- August 11th 'Meet the VCT' - Special evening railbus tour of the K&WVLR for a 'behind the scenes' look at preservation work. Depart Haworth 7 pm. The cost is £2.50, which will include coffee and biscuits and also a 'Bellerophon' sticker and 'ticket-to-ride'. Cheques/postal orders, made payable to the Vintage Carriages Trust, should be sent to Mrs S. M. Smyth, c/o Haworth Station, Haworth, Keighley, Yorkshire BD22 8NJ.
- On the same day the VCT coach restoration team will be 'at home' to visitors in the Oxenhope White Shed from 2 - 5 pm.
- September 22nd VCT Informal Evening, Brown Cow, Denhome Gate (by the traffic lights, junction of A644 from Queensbury and B6145 from Bradford). Bar snacks and real ale. Meet from 7.30 pm (19.30) onwards.
- October 6th Annual General Meeting.

Coach Painting

All being well the 'Chatham' should be repainted this summer in the olive green livery carried by it prior to the present green, but this time with the proper lining and lettering. In conjunction with the 'tidying' work currently under way inside the coach (replacing the oak matchboarding running the length of the corridor at knee height, and replacing three or four ceiling panels), this will result in the coach being a worthy contender for the Association of Railway Preservation Societies' 'Year of the Coach' competition.

The Great Northern coach, also on display in Oxenhope Exhibition Shed, should receive attention to its varnish and then be lettered and possibly lined - though we are not certain whether this coach ever carried lining. Again, work is in progress within this coach - only slightly handicapped by the need to use it for essential temporary storage purposes. This coach has also been entered in the ARPS competition - hopefully the judges will call after the renovation work is completed.

The two Metropolitan Railway coaches available for use are presenting a major paintwork problem. Unfortunately, the replacement external beading put onto the coaches (by a contractor) less than two years ago has proved unsatisfactory. Much will have to be replaced, with particular attention to materials used and the method of bedding the beading onto the external panels. Also the paintwork, done at the same time, is now flaking badly. Painting onto teak (where the teak panels survive) is notoriously difficult - again, particular attention to surface preparation and materials used will now be required. For the nine-compartment 'Met' coach, difficulties are compounded by the roof material having now failed, after many years of generally reasonably satisfactory service. Following the successful work on the 'Chatham' coach, a suitable sheet of the same modern material is now to hand and will be secured in position as soon as shed space is available - hopefully within the next three or four weeks. Anyone wishing to join in this particular activity (or any other work on the coaches) would be very welcome - please write c/o Haworth Station, or contact Michael Cope, John Downs, or Mike Symms, at Oxenhope White Shed. Progress towards fully painted and lettered Metropolitan Railway coaches is being made - but the rate of progress will very much depend on finance and the availability of both volunteer and contracted labour. Once again: if you would like to help here, please come forward!

- M.W.C.

First Class Metropolitan coach

Progress continues steadily. Work is at present centred around droplights, luggage racks and doors - very time-absorbing! Perhaps fortunately, the roof material was not secured in position last Autumn: since then it wanted for the nine-compartment coach (as mentioned elsewhere); and the winter dampness caused a few small areas of the roof boards to lift. Securing these will now be reasonably straightforward, but would have been virtually impossible with the roof material in position. Three of the quarter lights are now fully glazed and complete (only twenty-five to go!)

- M.W.C.

Covered accommodation

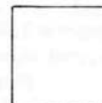
Three problems of the two available Metropolitan Railway coaches underline the need for covered accommodation, in particular for these wooden-bodied coaches. The Trust made application to the Museums and Galleries Commission for a grant under a 'one-off' Conservation Fund that became available at short notice. Unfortunately our application was unsuccessful. Apparently the requests for grants exceeded the available money by a factor of ten! Members may care to consider not only the need for covered accommodation and possible location(s) for it, but also the financial implications. Our request to the Commission was for a grant of £85,000 - yes, eighty-five thousand pounds! Think about it!

- M.W.C.

Special Announcement... Subscriptions

If there is a cross in the box on the right it means that, regretfully, we cannot send you any more copies of VCT News because your subscription has expired. We appreciate that there may be a reason for this, but hope that you will be renewing: remittances should be sent to:

Sam Jennings
Membership Secretary
Vintage Carriages Trust
c/o Haworth Station, Haworth, Keighley, Yorkshire BD22 8NJ



'Bellerophon' Boiler Appeal

Many thanks to those who contributed towards the work on the boiler in response to the Secretary's appeal with the last newsletter. Almost £300 was given by the following:-

Messrs: Bates, Binns, Blake, Breen, Burgess, Carroll, Cook, Cope, Copland, Critchley, Dakin, Dobson, Egbeare, Elliott, Evans, Fisher, Gibbon, Griffiths, Harris, Heatley, Hindley, Holroyd, Johnson, Knox, Lister, Mackrell, Massey, Moorehouse, Newby, Ovenstone, Pitts, Robinson, Rugg, Senior, Silcock, Smallwood, Smith, Stewartson, Taylor, Thompson, Thornton and Wylie - also 'Anon' of Plymouth, and Miss Baldwin, Miss Horsman and Miss Richardson. In addition to the above a number of members were able to covenant donations to the Trust. Thank you all!

Almost inevitably the cost of the work on the boiler escalated as problems were found. These included the seven rivet heads which flew off during caulking. Ultrasonic examination confirmed that this was a localised problem and the matter was satisfactorily resolved. Also, at the request of our boiler inspector, two extra mud holes had to be cut, these being in the back corners of the firebox. The correctness of this request was emphasised by the considerable quantity of mud and salt which was found in these areas.

However, the boiler is now complete and 'ready to throw the match in'. The hydraulic test was satisfactorily passed. All concerned were reported to be very happy with the condition of the boiler.

The total cost of this was well over £1,000 (plus VAT). Another problem is that we have now exceeded our original estimated expenditure for this locomotive. Mr J. C. Robinson of the Science Museum, who administers the Department of Education and Science Fund for the Preservation of Technological and Scientific Material, has indicated that in the current 'no growth' situation this Fund may be unable to continue to provide the 50% grant towards the restoration of 'Bellerophon'.

This means that we may well have to finance the whole of the costs of completion out of our own funds. Are you in a position to help financially towards completing this project, either by donation or by covenant? If you are, the Secretary (and the Treasurer!) will be pleased to hear from you, as always c/o Haworth Station, Haworth, Keighley, BD22 8NJ. We would remind you that, if you pay UK income tax, covenanted donations are particularly appropriate, as the Trust is able to recover tax paid by you, so increasing the value of your donation by some 43% at no extra cost to you. Again, details are available from the Secretary, c/o Haworth Station: particularly in view of the financial position, and our wish to get 'Bellerophon' in steam as soon as we can, your help is now requested!

- M.W.C.

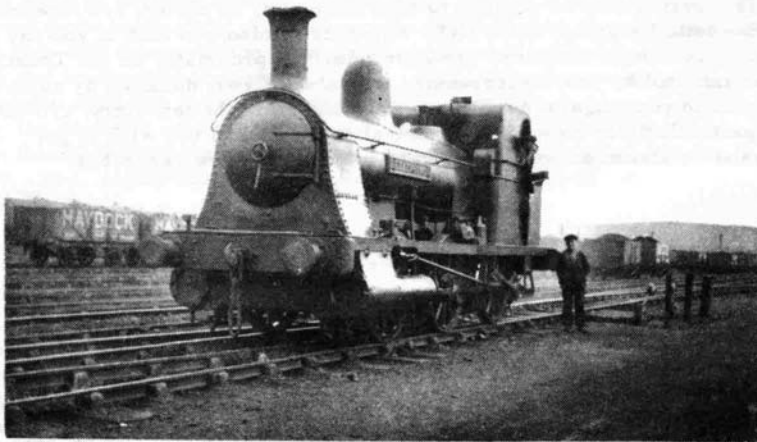
'Sir Berkeley'

This locomotive is now back on its wheels and is progressing very steadily. Although it is intended that the restoration of this locomotive will be very much 'under our own steam', a price was obtained for professional work on the boiler, following that done successfully on 'Bellerophon's' boiler. VAT brought this to just over the £1,000 mark. Obviously we will have to consider this very carefully: but, at the time of writing, it looks as if we cannot find this sort of money for the job this year. In any case we may prefer to do the work ourselves. Meanwhile, material for the new bunker is to hand, and other work is centred around the motion and valvegear.

- M.W.C.



Michael Cope has kindly provided us with this photograph, and informs us that it shows the boiler of 'Bellerophon' shortly before the recent work was carried out on it. Pictured with it are Mr and Mrs R . F . Needler, who have substantially assisted with this and other work on the locomotive and who (like the rest of us!) eagerly look forward to the locomotive steaming again. Mr Needler is the Managing Director of the well-known Hull confectionery firm.



'Bellerophon' at work at Haydock, 2nd September, 1938.

Photo by A . Appleton, courtesy V. Smallwood