



No 21  
Magazine of the Vintage Carriages Trust  
Haworth Station, Haworth, Keighley. BD22 8NJ

September 1985  
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No 510776

#### EDITORIAL

The start of a new issue and a new editor simultaneously, makes something of a leap into the unknown for both the "News" and its editor. May I take the opportunity to thank my predecessor, Mr Eric Cope for his hard work in producing the past issues. I venture forward hoping that the support given to the past editor will be extended to me, so please do keep the news, views (photographic and verbal), and opinions rolling in.

Although your new editor has been a member of the VCT for several years and does attend the railway frequently, he does not pretend to know all that is going on, so he appeals to all who make the news to regard him as a naive outsider who needs every detail explaining to him. Please do not rely on someone else giving him information for in all probability they won't. The address of your new editor is:-

30 Dene Crescent  
East Dene  
Rotherham  
Yorkshire  
S65 2UR

John Brailsford  
Editor

#### REASONS WHY!

You will have found two issues of the VCT News in one envelope by now. We feel it only right to explain the reasons why. No 20 was produced by Eric Cope with a view to an early summer release, finalising and printing of this met some delays and it was not ready to distribute until mid-August. In mid-July a start was made by John Brailsford on issue No 21. This was required by early September with the information of the Annual General Meeting and Bellerophon Day on the 5th October. It was decided by the trust's officers to hold the No 20 issue a further two weeks or so and post both together with issue no 21. This has saved the trust about £30.00 in postage at a time when funds are low and has made sure that there was no delay in circulating the latest information. It is intended that the future issues will be distributed in January, May and September.

Trevor England.

### BELLEROPHON DAY - SATURDAY 5th OCTOBER 1985

Yes, the day of the first public steaming of this one hundred and eleven year old veteran. Exact details are not yet finalised and will depend to some extent on the results of steaming trials. Holders of "Ticket to ride" should send first class stamped addressed envelope for details or go to OXENHOPE STATION AT 2pm ON SATURDAY 5th OCTOBER 1985.

Tickets to ride are still available by post at the price of £2.00. The price on the day will be £5.50, so to book your ticket write to: Vintage carriages Trust, c/o Haworth Station, Haworth, Keighley, Yorkshire. BD22 8NJ - NOW! Details should also be available from KWVR talking timetable (0535 - 43629) during the week prior to the event.

Please note this is Bellerophon's day and not a Small Locomotives Day as stated in issue No. 20. Although it is possible there may be other attractions.

Chris Smyth

### BELLEROPHON REPORT

In my last report I said Bellerophon would be going to Ingrow shed. That happened on 8th June at 8.15 pm. Quite an uneventful trip really as we arrived with just enough pressure to put ourselves into the shed. Since that date the boiler insulation and cladding has been fitted as well as the cab sides. By mid-August the final coat of chocolate brown paint with cream lining is being applied.

Next to finish is the locomotive steam and train vacuum brake. At the end of August Bellerophon is coming back to Haworth before the point into Ingrow Yard is removed to extend the Platform. This will also allow us to finish a few jobs which require doing there before we can think of October 5th.

So to October 5th! If the mechanical inspections and tests prove satisfactory we hope to be pulling a passenger train on that day. So keep your fingers crossed and I suppose we will have to burn a bit of midnight oil.

### SIR BERKELEY REPORT

Work on the Wheels and frames are proceeding nicely. However, the proposed boiler work has had to be postponed until funds are available. This work amounts to about £2000 which the trust has not available at the present time. The total amount of grant aid has now been recieved for Bellerophon and Sir Berkeley. The trust is very grateful for the £7000 recieved but the remaining work on both locomotives is now to be paid entirely out of VCT funds as the total restoration has exceeded the original estimates to which the grant was given.

### MONEY

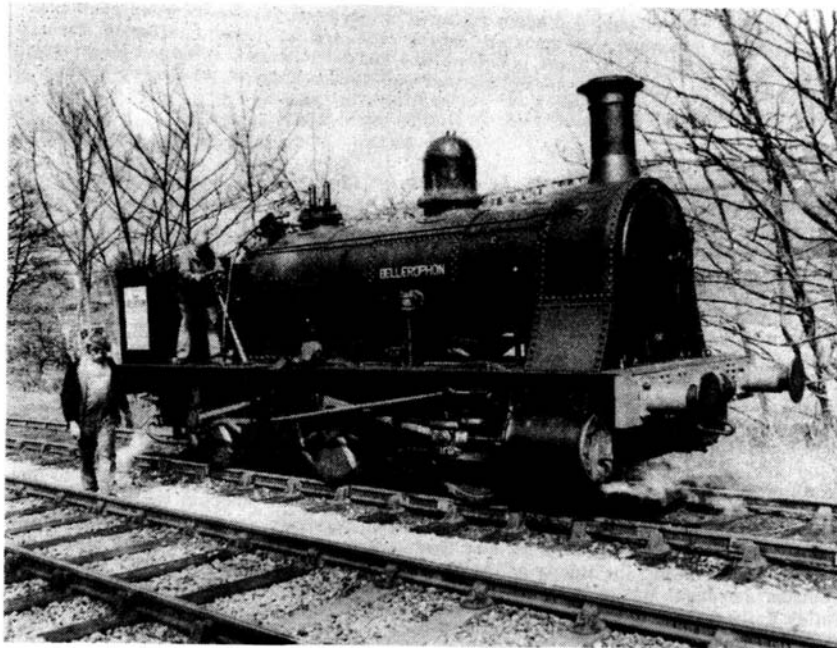
All the work has cost a lot of money. Over £5000 in the period of 1983/4 and more in 1984/5 on the coaches alone. Bellerophon has cost the trust about £10,000 in four years. These figures are excluding grant aid. Whilst this is very welcome we continue to rely on covenants, shop income, membership subscriptions and donations. Are you able to help the Trust either by a donation or a loan. If you are able to loan £100 (or more) for 3, 6 or 12 months please contact the Treasurer. If not, have you any books, hardware or magazines you could donate or sell (in the case of larger collections) to allow our shops to make a profit towards the restoration for these contact the Secretary. If we can get more money in, we can continue the work on the Bulleid, Chatham, M S & L, G N and Metropolitan coaches and do the work on Sir Berkeley. Who knows we may even be able to start on the Midlands coach and look at Michael Cope's hopes for a shed.

As they say it only takes time and money!

Trevor England  
Treasurer



Before the start of restoration.....



First day of steaming, May 1st 1985.

### VCT SHOP ROSTER

At the Beginning of the 1984 Summer it was obvious that there was going to be some difficulty in offering the VCT shop at Keighley on the Worth Valley roster. At a committee meeting it was suggested that we may have to employ someone at Keighley and at the new shop in Haworth. Having suggested that I thought Keighley shop could be run by volunteers from the VCT membership, I had in fact nominated myself to organising just that. Here I had fell foul of the rule "if you express an opinion - you get the job!". At some time it was agreed to pay to staff the shop at Haworth and replace, where possible, with a volunteer.

Malcolm Loukes agreed to draw up a request form to send to members within easy travelling distance of Keighley. Seven of the seventy contacted were positive replies along with a further five who were already involved with VCT either direct or through the previous Worth Valley roster.

With these twelve people the 1984 roster saw Keighley shop open on all but six occasions and on a number of days produced a volunteer at Haworth. The Midweek days at Keighley were covered as in the past by members within the railway at a lower rate of pay, again replaced where volunteers were available.

During the Winter a further appeal was sent to 30 members, who had joined in 1984 or had not been contracted in the first circular. This produced a further three members new to the VCT volunteers and another two existing active members agreed to extend their help to include the shops.

Now that we are half-way through the 1985 Summer I am pleased to report that the situation is that we have managed to cover the staffing of both Keighley and Haworth shops at Weekends on a Voluntary Basis. The midweek situation is that we have been able to staff both shops at the cheaper rate of pay, and again replaced on occasion volunteers when available. I would like to take this opportunity to thank all those who are at present offering their time and effort. At the same time if there is anyone who has not been contacted but would be interested in assisting in the shops then please contact me, Trevor England, 15 Crosby Avenue, Bramley, Rotherham or phone 0709 - 548674.

Trevor England

### THE TREASURER

During the last nine months the trust has had some very heavy commitments with the restoration work on the M S & L restoration this caused the first and second stage payments to come very close together. At the same time we had arranged to purchase glass for the windows of the Bulleid Coach. The original ordered from France was of poor quality and found to be broken on arrival. This was returned and we ordered a fresh batch of good quality glass but at an increased price.

To allow us to pay for three items and still have sufficient money for the day to day running of the Trust, and stock to continue to the shops as well as keeping the other projects going, it was necessary to borrow money. The idea of an overdraft was considered but was not readily accessible as we are a charity. It was then that we looked into help loans from individuals. I would like to record the thanks of the Trust of the following people: Messrs Baxendale; Copple; Coulson; Jennings; Massey and Whitfield. We would like to thank also the Keighley and Worth Valley Railway Preservation Society for assistance.

Trevor England  
Treasurer

**VINTAGE CARRIAGES TRUST: Notice of Annual General Meeting.**

The annual Meeting of the Society will be held at the Globe Hotel, Parkwood Street Keighley, on SATURDAY 5th OCTOBER 1985 at 7.30 for 7.45 pm. The agenda will be as follows:

- 1 Apologies for absence.
- 2 Minutes of previous Annual Meeting, held on Saturday 27th October 1984 and continued on Saturday 23rd February 1985.
- 3 Matters arising therefrom.
- 4 Chairman's Report.
- 5 Treasurer's Report, including the Annual Accounts and Balance Sheet as at March 31st 1985.
- 6 Reports of the Following:
  - a) Covenant Treasurer and Membership Secretary.
  - b) Publicity Officer
  - c) Editor "VCT News"
  - d) Shop Managers
- 7 Reports Concerning Coach restoration
- 8 Reports Concerning locomotive restoration
- 9 Election of: President; up to three Vice-Presidents; three Trustees, Hon. Treasurer; Hon. Membership Secretary; up to four Committee Members.
- 10 Appointment of Auditors.

Nominations for the positions listed above are now called for and should be sent to me c/o Ilaworth station, Ilaworth, Keighley, Yorkshire, BD22 8NJ. They should be duly seconded and countersigned by the Nominee as willing to stand. In accordance with the Constitution, nominations may be accepted at the Meeting only if an insufficient number of nominations for that post have been received prior to the meeting.

Copies of the 1985 audited Accounts will be available at the meeting. Any Member desiring a copy of these and unable to attend this Meeting should send me a large stamped addressed envelope.

This annual General meeting will be followed by an INFORMAL SOCIAL EVENING. This should include the Globe's well-known "sandwiches etc" and possibly the projection of a selection of a selected few transparencies (not limited to railways: if you are able to come, please bring a "selected, few").

M W Cope  
Secretary

Remember the date SATURDAY 5th OCTOBER 1985  
Remember the times 2pm OXENHOPE for the BELLEROPHON DAY  
7.30pm THE GLOBE HOTEL, Parkwood Street, Keighley for  
the ANNUAL GENERAL MEETING AND SOCIAL EVENING.

#### GREAT NORTHERN 6 WHEEL COACH

Currently in Oxenhope railway museum. It seems a pity that this vehicle, the only Midland coach on our midland branch line, is the only VCT vehicle not currently being actively restored. A new volunteer willing to give this vehicle a quick coat of paint and a general tidy up would be very welcome. Next year sees its centenary and if we do not have the money to restore it at present, at least we need to show that it is not being neglected. Any offers contact Michael Cope or Trevor England. Who knows it may lead to its full restoration. Remember Bellerophon before Terry Sykes started on it! It can be done.

Chris Smyth  
Chairman

#### REPORTS FROM OTHER GROUPS

##### The Lancashire & Yorkshire Saddle Tanks Fund

The L & Y Rly coach No 1474 is making progress with all new electric wiring being installed, their electrician reports that a further two visits should see the electrical side of things ready for testing. The coach window beading is also nearing completion. Mr Barry Lane has started work on lining out the west side of the coach. This is the side that will be photographed. He will also be painting and lettering. A coat of arms has already been applied to this side.

G. Hallos  
Secretary L&Y  
Saddletanks fund.

We shall be pleased to hear from any other groups with progress on restoration work, Editor.

#### BOOKS REQUIRED

Books are one of the main saleable items which the Trust raises revenue for restoration purposes. Through our two shop outlets at Keighley and Haworth we can quickly turn books into hard cash. (and as most members are aware, we desperately need the cash now!) Sadly however at the present time both shops have a very low stock of good quality hardback publications. In the main we are thinking of Ian Allan/Bradford Barton/David & Charles etc., covering the last 20-25 years.

Now if your collection resembles anything like mine I am sure you will find that over the years you have purchased in many cases books that almost entirely duplicate ones already in your possession, for example:- History of/locos of/Pictorial review of/In the 50's 60's, of almost any section of the British Railway system you care to think of. What we ask is:-

- 1 Do you really require all those duplications.
- 2 When did you last read, look at, refer to all those books.
- 3 Is the wife/Girlfriend/Mistress (cross out as Unapplicable) continually ranting on about the never ending vast amounts of literature which adorn your abode. — Therefore, why not spare one evening over coffee/wine/homemade brew! and have a look through your library and dig out a few volumes you are prepared to part with and pass them on to VCT (I promise to do the same). Naturally the Trust appreciates all generous donations, but we are prepared to pay cash (Grimace here from the Treasurer) if you twist our arm enough.

We are really in need of these books to turn them into cash NOW! Please assist if at all possible.

Many thanks

Malcolm T Loukes  
Shop Manager, Keighley



## VCT COACH REPORTS

### CHATHAM MATCH BOARD COACH 3554

This coach continues to be used on the Worth Valley Super train. Recent outings include the president's train, celebration train for Damems station winning the best restored station competition and the 40th celebration for D'day.

A good deal of work has been carried out in recent weeks. The corridor bellows have been pre-laced and the ceilings repainted. Light fittings and other brasswork have been cleaned and lacquered. A tidy up of the brake compartment is now in hand, as is replacement of perspex windows. A professional revarnish of the interior is eminent by the gentleman who painted the K&WVR pullman car Mary.

The planned repaint, lining and lettering of the Exterior has had to be postponed until next year, at least, until funds are available.

### METROPOLITAN BRAKE COACH NO 427

This distinctive vehicle is seventy five years old this year. It is hoped it will be used on 5th October as part of Bellerophon's Day. It is usually used as a strengthening vehicle at bank holiday and the like its birthday present was to be a modern fully transistorised thyristor charging circuit to replace the life expired and imprecise original fitting!

### BULLIED SECOND OPEN COACH No 514695

Looking currently like an armoured vehicle because the new sheeting is almost in place but the window holes have not been cut. The glass has been purchased at over £3000. All that is needed on this part is to fit it (not as easy as it sounds!) Then there is the fittings and the interior rebuild to follow.

### 9 COMPARTMENT METROPOLITAN COACH NO 465

This coach is currently in Oxenhope white shed in undercoat. Completion of the exterior repaint and one compartment should allow it to return to traffic.

### FIRST CLASS METROPOLITAN COACH NO 509

At present having an unexpected spell in Oxenhope railway museum. The seemingly endless work of stripping and revarnishing internal woodwork continues steadily. The positioning of the coach has allowed the general public an insight to the work carried out by the trust.

### MANCHESTER, SHEFFIELD & LINCOLNSHIRE 4 - WHEEL COACH

This coach has recently returned to the Worth Valley after a spell at Carnforth. Expenditure on this little vehicle rivals that of "Bellerophon"! But the vehicle is now almost structurally complete and is being painted during August. It will then make a fine Museum exhibit and filming coach. It would be pleasant if we could use it for occasional special events but this would have to be cleared by both the railway and the railway Inspectorate.

Seating in the third class compartment is now complete, and very basic! The first and second class compartments have caused us more problems, mainly in sorting out the original decor. But a contemporary copy of "Engineer" gives a good illustration - high wings and buttoned upholstery. So we can proceed when we have the money (and a keen upholsterer, any recommendations?)

Press date for next issue is 30th November 1985

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**OFFICERS OF THE TRUST**

**Chairman**

C G Smyth  
c/o Haworth Station  
Haworth  
Keighley  
Yorkshire  
BD22 8NJ

**Secretary**

M W Cope  
c/o Haworth Station  
Haworth  
Keighley  
Yorkshire  
BD22 8NJ

**Treasurer**

T R England  
c/o Haworth Station  
Haworth  
Keighley  
Yorkshire  
BD22 8NJ

**Membership Secretary  
& Covenant Treasurer**

H S F Jennings  
c/o Haworth Station  
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Keighley  
Yorkshire  
BD22 8NJ