

# VCT News

Summer 1985  
No. 20

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

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No. 510776

"It works!"

Anyone who has made a model locomotive, fitted the motor in, with all the gears and pick-up contacts in place, then put it on the track, switched on the current - and watched the locomotive move off, will know that this comment is a natural reaction.

So anybody involved in a similar venture working in 12" to 1'0" scale could be excused for using the same expression. Substituting boiler, tubes, firebox and all the associated mechanical devices for 'motor, etc.', we can imagine such a reaction recently when 'Bellerophon' came alive again, as outlined by Mike Todd:

"Since the last notes the good news is we've had a steaming or three. The first for 28 years was on May 1st in the presence of Mr. Peter Vary, boiler inspector, who was quite happy with events.

"You can imagine our delight the first time the regulator was opened and we steamed up Haworth Loop. The second and third steamings have also gone well.

"So to the future: the loco steam brake and train vacuum brake is now being fitted and on June 8th 'Bellerophon' disappeared to Top Shed (Ingrow) for final touches. By Autumn, subject to final examinations and tests, it should be ready to do some sort of revenue-earning work."



'Bellerophon' steams out of Haworth Yard, with Terry Hodgson, Eric Blake and Mick Todd on the footplate. (Photo courtesy Terry Sykes)

Did you get it right?

In the Spring 1984 issue we featured a crossword puzzle, and no doubt many of you are still wondering if there really were any answers! Here they are:

Notes (in case of a modicum of bafflement at one or two of the clues!):-

17 across is one of the many 'tag' explanations of railway initials, e. g. SE&C - 'Slow, Easy and Comfortable'; L&NER - 'Late and Never Early Railway'; GWR - 'God's Wonderful Railway' or 'Great Way Round (hence the clue).

10 across - RE = Railway Executive (of the British Transport Commission).

33 across - PR = Public Relations.

3 down - EARL is one of the Welshpool & Llanfair Light Railway locos.

9 down - AC = alternating current, as used on the 25kV West Coast electric lines.

27 down - FS = Ferrovie dello Stato, the Italian State Railways.

1	F	2	L	E	C	H	E	3		4	L	5	Y	R
6	I		A					6	A	7	M	B	O	
8	R		8	S	H	9	A	R	E		10	R	E	
11	11	R	T		12	C	L	A	13	N	K	S		
14	N		14	E	R					16	T	I		T
17	17	G	18	W	R		19	M		20		21	P	T
22		22	O	N	T		23	I	M	24	E		A	
25	25	S	R				26	L	E	27	A	F		D
28		28	T	I	C	K	E	T	S					O
29	29	S	H	E				31	T	S		32	P	R

Happy Anniversary!

On June 17th 1984 your editor was privileged to escort Mr. R. Fitzgerald, the Keeper of the Industrial Collection at the Armley Mills Industrial Museum, Leeds, on the Chairman/President's Special Train on the K&W VLR.

Among the many other VIP guests was Mr. J. C. Robinson, Keeper of the Fund for Preservation of Technological and Scientific Material, from the Science Museum in London. He was accompanied by Mr. Robert Edwards, a senior museum director on a brief visit from Australia, and in a letter to Mr. Ralph Povey, President of the K&WVRPS, Mr. Robinson included the following comment:-

"The officers of the Vintage Carriages Trust were kind enough to make arrangements for us to tour the workshops at Haworth and at Ingrow and to see the progress with restoring the locomotives BELLEROPHON and SIR BERKELEY. In the hope that my thanks and congratulations can be conveyed to the officers of the Trust, I am copying this letter to Michael Cope, its Secretary."

The copy letter has been passed to me, after normal circulation, for a mention in these columns, and no doubt members will be pleased that all concerned made a good impression on our special guests.

E. G. C.

Subscriptions 1985



£1.50 (minimum). These were due on January 1st - to save postage reminders are not sent out, but if this square contains a red cross yours has not been paid. Please send TODAY to: Membership Secretary, VCT, Sam Jennings, 14 Roger Drive, Wakefield, WF2 7NE.

### Rolling Stock News

#### M.S. & L. 4-wheel coach

This is now back with us, but a lot more work is needed to be done on it yet.

#### Midland Rly. 6-wheel coach

Situation is the same as our last report.

#### G.N.R. 6-wheel coach

Nothing further planned at the moment. When funds permit, it is intended to carry out shot-blasting below solebar level.

#### Met. Rly. No.427

This brake-third vehicle celebrates its 75th anniversary this year, and is in urgent need of a considerable amount of work being done on the windows.

#### Met. Rly. No.465

Now undergoing external repainting.

#### Met. Rly. No.509

No recent progress: still a fair amount of work to be done when funds allow.

#### S.R. brake-3rd S3554S

Interior corridor ceiling has been repainted: interior corridor 'matchboarding' now awaits re-varnishing. Should be completed during the summer.

#### B.R.(S) TSO coach E1469S

Progress continues on the restoration of this coach: replacement of all the window glass by curved safety glass will be an expensive but necessary item, the main expense being in the provision of a new mould.

### Small Locomotives Day

This is planned for Saturday October 5th. At the time this is being written, 'Bellerophon' has still an amount of work to be done on it, such as attention to the brick arch in the firebox, fitting the braking system as mentioned elsewhere, fitting cab and side sheets, and it is with gratitude that we record the provision of a 2" vacuum ejector for the brakes by Mr. Alan Middleton on his own account.

It is intended that every effort will be made to provide the locomotive and a coach for those who have bought 'tickets to ride', but we hope that all will understand that any unforeseen problems may mean a last-minute substitute being provided. Please telephone the recorded 'Timetable Enquiries' number, Haworth 43629, nearer the date for the latest information.

'Sir Berkeley', the 0.6.0.ST, is awaiting the refitting of the boiler, and we are awaiting news regarding possible grant aid towards this work.

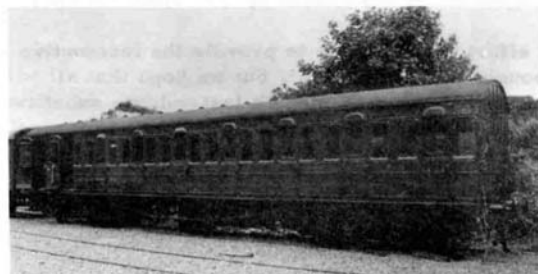
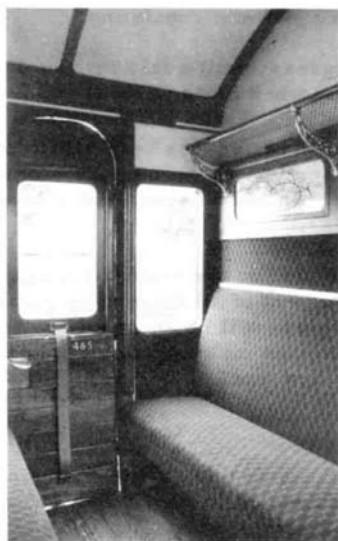
### Do you remember?

In 1967 VCT announced that a fund was being opened to purchase an ex-LMS centre-corridor coach for the Worth Valley line. LMS coaches were expected to have all been withdrawn by the end of the year, and apparently no LMS coaches had yet been represented in any of the museums or preservation societies. It would be interesting to know what happened to the coach in question.

### Coach Preservation

In the Spring 1984 issue we featured photographs of the 'Bulleid' coach undergoing renovation work. It occurred to your editor that many members who are unable to visit Haworth for one reason or another may like to see the end results of the hard work put in by the people who care for VCT's historic coach collection.

In 1979 members of the London Underground Railway Society visited the K&WVLR, and one of them took some photographs of the 9-compartment ex-Metropolitan Railway coach which is in the care of member Mike Symms. At the time Mike had all but finished the long task of restoring the coach, done mostly by himself but helped on occasions by other members or friends. The visitors were considerably impressed by this work - and indeed the work being carried out by other VCT members who are looking after the other two ex-Metropolitan Railway vehicles.



Former Metropolitan Railway third-class coach No. 465, in the London Transport brown livery, at Oxenhope, 1979.

(Photos: R.J.Greenaway)

### Message from the editor

To all members who have supported my efforts since taking on 'VCT News', my grateful thanks - in turn my good wishes to John Brailsford who is taking over, assisted by Trevor England.

E.G.C.