

VCT NEWS

MAGAZINE OF THE VINTAGE CARRIAGES TRUST

Haworth Station, Haworth, Keighley, Yorks. BD22 8NJ

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EDITORIAL

How old is the VCT? I wonder if members realise that the Vintage Carriages Trust is 21 years old. To celebrate this achievement, we are to hold (subject to demand) a Sunday Luncheon, early next year, followed by a ride behind "Bellerophon" in the afternoon. Full details can be found inside this issue, along with a sample menu.

An interesting publication, which you will soon be able to have in your collection, is currently being prepared by the trust. "Bellerophon": Haydock to Haworth, illustrates the locomotive, in its' original industrial scene and since preservation. Look out for details in the next issue on how to reserve your copy.

"Bellerophon" has had several successful steamings last month, raising additional funds for the trust.

Updates on "Bellerophon", "Sir Berkeley" and the coaches can be found in their respective reports inside this issue.

John Brailsford

AWARDS

"Bellerophon" and the Vintage Carriages Trust have won a £500 award and trophy under the National Steam Heritage Award Scheme, organised by the National Coal Board and the Solid Fuel Advisory Service. The award is on display in the VCT Haworth shop.

We would like to congratulate Jackie Senior and Michael Cope (Secretary) on the occasion of their recent wedding on July 19th.



INGROW SHED

It is the intention of the Vintage Carriages Trust to build a shed at Ingrow. The priority being essentially for covered accommodation for the historic items of rolling stock at present exposed to the weather. It is hoped to eventually expand from this essential need to providing museum facilities as well as a workshop to suit the Worth Valley Railway's overall plan for Ingrow.

"BELLEROPHON" BOOKLET

Why was "Bellerophon" built? Where did it work? What sort of trains did it haul? These and many other questions are answered in the text which Vernon Smallwood has written for the booklet " 'Bellerophon': Haydock to Haworth".

This book is currently at the printers and is expected to be on sale by March 1987. The booklet will be professionally typeset and printed and will include many photographs showing "Bellerophon" in its original industrial setting and since preservation. The text gives full informative detail about the engine, along with details about its builder and his family.

The price will be about £2.40. Look out for more details in the next issue of "VCT News".



Vernon Smallwood was presented by Mr. W. D. Marshall of Cupraloy Signs Limited, with a replica nameplate of "Bellerophon" for his efforts in pushing for the restoration of the locomotive.

LETTERS

Laurel Mount Rest Home,
Woodville Road,
Keighley,
West Yorks. BD21 2HP

16th January, 1986

Dear John,

Having recovered from the events of the 27 and 31 December last, the very strong emotional feeling, the PRESSure of the PRESS reporters!, and that moment of unveiling the nameplate, which almost - (not quite) - keeled me over. I don't think many people ever experience such strong feelings.

My one regret: My wife did not share the honour. Oh yes, many, many times did she 'get on' at me for overdoing the writing and (especially) typing, 'phone calls and so forth. The number of times that old typewriter nearly found a fresh home - IN THE DUSTBIN - was no-one's business! But she would have been so proud that day last December, I know.

It is long past time I got down to writing to VCT News, my heartfelt thanks for a magnificent task well done. There cannot be many Societies of the size of the VCT who would have taken on such a daunting task, in the face of some criticism to boot.

My first attempts were, as you know, to have had the engine cleaned up and painted, and placed in the Oxenhope Museum as a static exhibit. It was only the following, and necessary research which my letter writing campaign demanded, that revealed the unique and historic value of "BELLEROPHON".

Now, thanks to the VCT and that small band of volunteer workers, the 'impossible' has been achieved. I still somehow cannot believe what I saw, and heard, on 27 December 1985. That exhaust beat took me right back 60 of more years, and "Can it pull?", echoing the remark of the BBC Interviewer on the 31, on the way

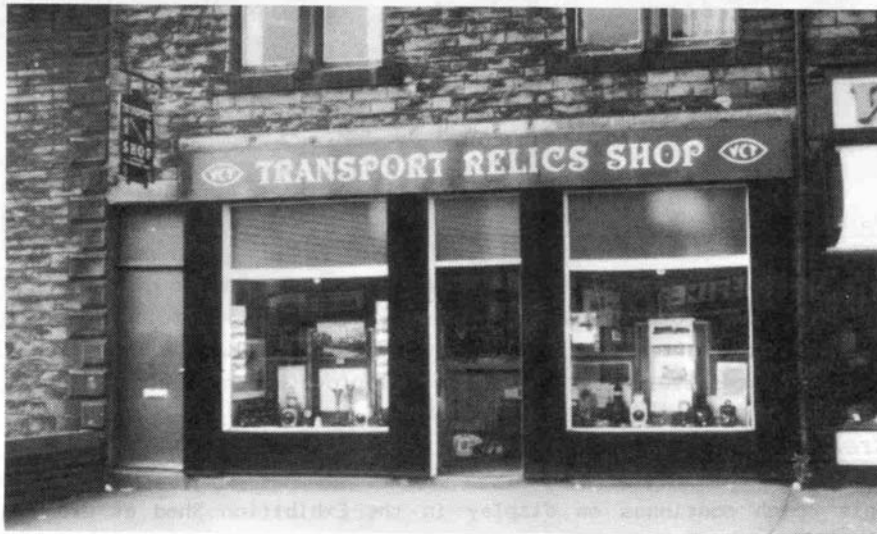
back to Oxenhope while the cameraman was filming from the footplate. Every piston thrust was clearly felt. "Good heavens, is it really 111 years old?" was his comment.

"BELLEROPHON" is now a 'damn sight' fitter than this 71 year old!! Can your 'gang' give me a 're-tube'?, or am I treading dangerously asking that question!

I can only say a humble but sincere thank you to a great little Society. Having moved to within 'spitting' distance of the K&WVR, I can now keep a wary eye on how it is being looked after.

Suggestion: put a small price on the VCT News and display it in the shop and on the stalls on the Stations. This will cost nothing, yet may bring in a 'few bob'? The new style News is coming along nicely. Keep up the good work!

Vernon Smallwood
VICE PRESIDENT
Mem. No. 220

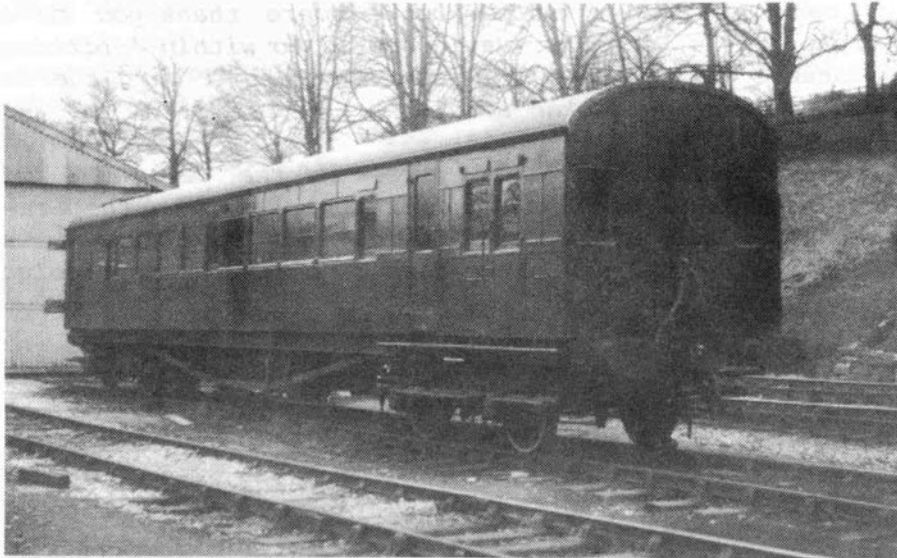


The VCT shop at 5 Mill Hey, Haworth, where you can order your Midland Railway Album.

COACH RESTORATION REPORTS

Chatham 3554 Coach

It is pleasing to report that the Chatham coach is now under cover again, after a number of months in the open (as seen in the photograph). This will allow the steady deterioration to be stopped. It is hoped to return this coach to its Southern lined-out livery.



Chatham Brake at Oxenhope during 1986.

Manchester, Sheffield & Lincolnshire Coach

Grant aid has been approved for completing the interior of this coach. This should be completed before the Spring, making the full restoration last 22 years after the coach arrived on the Railway. The timescale may seem excessive, but the results will prove worthwhile.

Great Northern Coach

This coach continues on display in the Exhibition Shed at Oxenhope, alongside the M.S.&L. coach. The long term aim is to work on the underframe, roof, bodyside, varnish, lining and upholstery to bring the standard of finish up to that of the M.S.&L.

First Class Metropolitan Coach

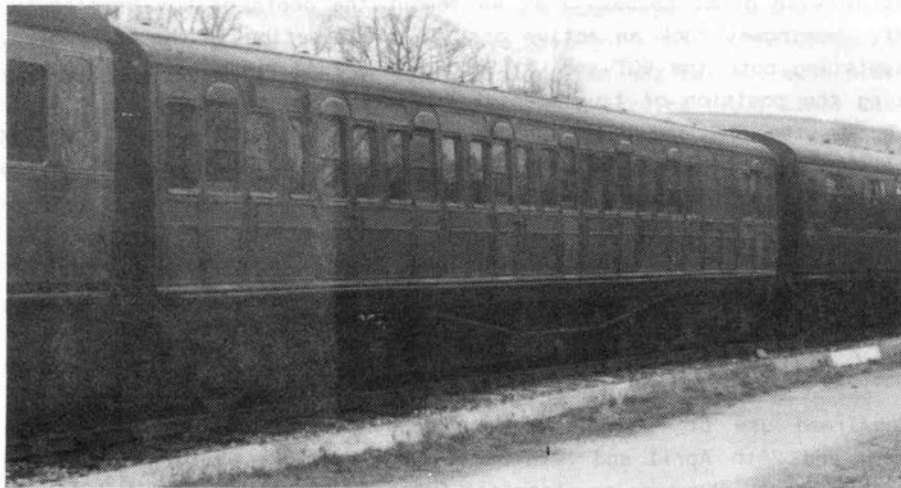
With the move round at Oxenhope, this coach has now moved out of the Exhibition Shed and into the White Shed, where work can now recommence on its restoration.

9 Compartment Metropolitan Coach

After completing the paintwork restoration on the first side to a very high standard, work has now started on preparing the second. It is hoped to bring a fuller report in the next "News".

Metropolitan Brake Coach

As with the Chatham coach, deterioration of the bodywork has taken place, with the coach being outside. Work is required on the beading and paintwork, but this is unlikely to take place in the foreseeable future.



Metropolitan Brake at Oxenhope during 1986.

Midland Coach

It is hoped to replace the bulkheads during 1987 and this will stabilize the bodyshell. The long term plan is to do a full restoration to the same standards as the M.S.&L.

Bulleid 1469 Coach

Recent work has been carried out on wooden sections of the body and gutting out of the remaining window sections in the new body side panels.

It is the sort of deterioration and shortage of undercover accommodation that has prompted those involved in the restoration to persuade the committee that covered accommodation was the only long-term solution for the historic items of rolling stock at present exposed to the weather. The VCT has been very fortunate to have the use of the Worth Valley Railway's sheds, but we now need to arrange to have our own accommodation to continue to improve and maintain our stock in the future.

OBITUARY

It is with great sadness that we report the death of Guy Hemmingway. Mr. Hemmingway took an active part in preservation in the early days, assisting both the VCT and L&Y Saddletanks fund financially and accepting the position of trustee of the VCT. He was particularly interested in the GNR and MS&LR and was an authority and expert modeller of those companies' vehicles. Mr. Hemmingway was a member of the family firm of Logan and Hemmingway which owned "Sir Berkeley".

"Bellerophon" in 1987

Confirmed use of "Bellerophon" on passenger trains are on Sundays, 12th and 26th April and 10th and 17th May, 1987. Timings should be approximately the same as those for October steamings.

i.e. Oxenhope 1307 1432 and 1552
Keighley 1357 1517 and 1637

The above will again be in addition to the normal Worth Valley Railway timetable.

Normal fares will apply.

BELLEROPHON REPORT

Since my last report, "Bellerophon" has not seen much use until October. The last three months have been quite uneventful, apart from mechanical examinations and steam tests with the odd yard shunting job. Having said that, since last May, we've accumulated 31 days of steam and around 500 miles of running.

On the loco itself, we've added coal rails to the bunker, which allows a full day's work to be done with coal to spare and also the injector water valve handles have been extended up into the coal bunker, so that now you haven't to stand on your head to turn on the water. These have taken the place of the back sand valves, so it doesn't look very different.

"Bellerophon" has had 5 outings in October (with one to come in November), consisting of three full line trips, with two coaches each day. All crews said they had enjoyed themselves and "Bellerophon" has run as expected, with no problems - apart from the right hand crosshead slippers warming up, but this was soon repaired. One noticeable thing is that now the firemen have got used to "Bellerophon" and pressure is kept up, the water consumption has fallen, even providing steam heat, to that when we last ran a service (full line) last Christmas. So this means that it takes about 170 gallons Keighley to Oxenhope and a further 100 gallons back to Keighley, but we still have to take water every trip.

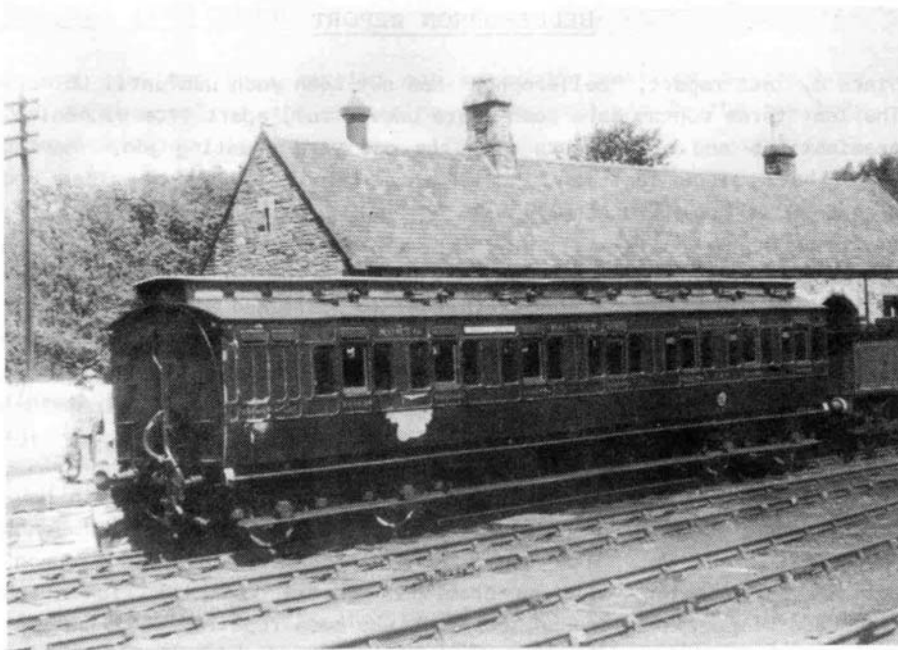
The VCT would like to acknowledge its appreciation for the revenue donated through ticket sales for the "Bellerophon" steamings in October from the Worth Valley Railway, which we expect to be in excess of £500.

Mick Todd

SIR BERKELEY

Work on this loco has slowly ground to a halt, but now is starting to pick up again under the watchful eye of Paul Waite and a small group of workers. Down at Ingrow there doesn't appear to be a great deal of work to be done on the chassis side, but the boiler and smokebox are the main problem. The repairs to the smokebox are being quoted for and the extent of boiler repairs is also being investigated, as also the cost of the same, as the price will have gone up since last quoted for.

Mick Todd



North Eastern Railway coach at Beamish, County Durham. Your editor was fortunate enough to be able to inspect this vehicle earlier this year. The interior is extremely well furnished, however, the exterior, in places, shows signs of deterioration, owing to exposure to the elements, a problem the VCT has also encountered.

SUBSCRIPTIONS

Subscriptions for 1987 are due on 1st January 1987, notices are enclosed to economise on postage.

Current rates are: £2.50 Seniors;
£1.50 Juniors and spouses.

21st Birthday Celebrations

On Sunday, 10th May, 1987, we are to have a VCT Lunch at Haworth Old Hall, followed by a mid-afternoon journey behind "Bellerophon". We are to meet at Haworth Old Hall at 12 noon for a traditional Sunday lunch in the 400 year old Tudor building and after time to allow the meal to settle, proceed to Haworth Station to catch one of the "Bellerophon" trains which will be running on that day. Price, including the three course lunch and train journey, will be approximately £7.50. If you are interested, please contact:-

Trevor England, 15, Crosby Ave., Bramley, Rotherham. S66 OUG
or telephone (0709) 548674 - evenings, for provisional bookings.
He will then write to confirm your booking nearer the time.

The Menu for Sunday Lunch
at Haworth Old Hall is:-

Soup of the Day, with roll and butter
or
Game Pate, served with hot toast
or
Egg Mayonnaise
or
Yorkshire Pudding with Onion Gravy

Roast Beef served with Yorkshire Pudding & Onion Gravy
or
Grilled Lamb Cutlets, served with fresh mint sauce
or
Roast Chicken "Forestiere" (bacon, mushrooms, sausages)
or
Pan-fried Trout, served with Almonds
or
Selection of cold meats with salad

Served with fresh seasonal vegetables

Selection of Sweets from the trolley

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