

# VCT NEWS

## MAGAZINE OF THE VINTAGE CARRIAGES TRUST

December 1988

No: 30

### EDITORIAL

Please accept our apologies for this newsletter arriving a little later than usual, we had so many items that needed completing and including in the newsletter that we had to run a little late.

The trust has been busy all round in recent months and within this newsletter are up to date reports on the coaches, locomotives and the shed project. Work continues apace on many projects but others are not proceeding quite as rapidly if you are able to offer assistance of any kind, either in a financial or time capacity it will be greatly appreciated. Please get in touch today!

Once again may I thank you all for your favourable comments on the general layout and presentation of the newsletter, I continue to try and improve every issue.

Wishing you all the best for Christmas and the New Year.

John Brailsford

## **MEMBERSHIP MATTERS**

### **IMPORTANT NOTICE TO ALL MEMBERS**

With effect from 1st January, 1989 every member, whether Honorary, Covenant or Ordinary will have a new membership number allocated, this number will be a much lower one than the one presently held, as I have re-numbered the whole membership list with the exception of the few numbers, 1 – 8, who will remain the same. The object of the exercise being to fill in the large gaps in the membership list due to members leaving us for one reason and another, the new list is compiled in order of seniority of length of membership and not seniority of position held, which has always been the procedure of the VCT. All subscription renewal reminders will show the member's present number, when sent out with this copy of the Newsletter, but upon renewal the new membership card will show the new number, this, it will be appreciated, to be quoted whenever a respective member contacts any of the Trust's officers or myself, or orders any item from our relic shops etc.

I thank all members in anticipation of their continued support, and take this opportunity of sending my best wishes for Christmas and the New Year.

### **CONGRATULATIONS!**

Congratulations to Susan and Chris Smyth on the birth of their baby boy – Christopher David – born on Friday 4th November 1988.

### **INGROW CARRIAGE SHED**

A new architect has been appointed, the previous architect finding pressure of other work did not allow him to continue as the project was becoming more involved. Michael Cope is now acting as general liasion man for the project. Work on the site is at a stand-still at the moment but much is happening in planning and such like, things should continue to progress favourably in the near future.

## **INGROW CARRIAGE SHED – Latest News**

The shed project continues to progress in the planning stages. Our application for grants from the Bradford Economic Development Unit (BEDU) and the English Tourist Board (ETB) are in the process of being considered by the relevant bodies. We are cautiously optimistic that we will achieve success, and the Shed erection and completion by Summer 1989 will be a reality.

Response to our appeal to members has been very good. We do wish to thank the large number of members who expressed their interest and support. We especially thank those who made offers of loans and gave donations. It does encourage your committee to continue in their endeavours to complete this much needed project.

There may be those who even at this late date would like to add their support by sending a donation. **(every £1 counts!)**. Please send your donation to Chris Smyth (Chairman), Haworth Station, Haworth, Keighley, West Yorkshire BD22 8NJ.



*Foundations of Ingrow Carriage Shed, Spring 1988*

## LOCOMOTIVE REPORTS

### Bellerophon

Usually these notes have to be stretched out quite a bit but this time so much has happened this will not be the case.

As everyone is aware "Bellerophon" is at Embsay on the Yorkshire Dales Railway, it travelled up there on Saturday 2nd July. On arrival at Embsay "Bellerophon" decided to take a detour off the trailer ramp and buried its flanges on the front axle in the dirt. A faulty brake on the winch being the cause, but 30 minutes of jacking and packing saw it safely back on the rails with no damage done.

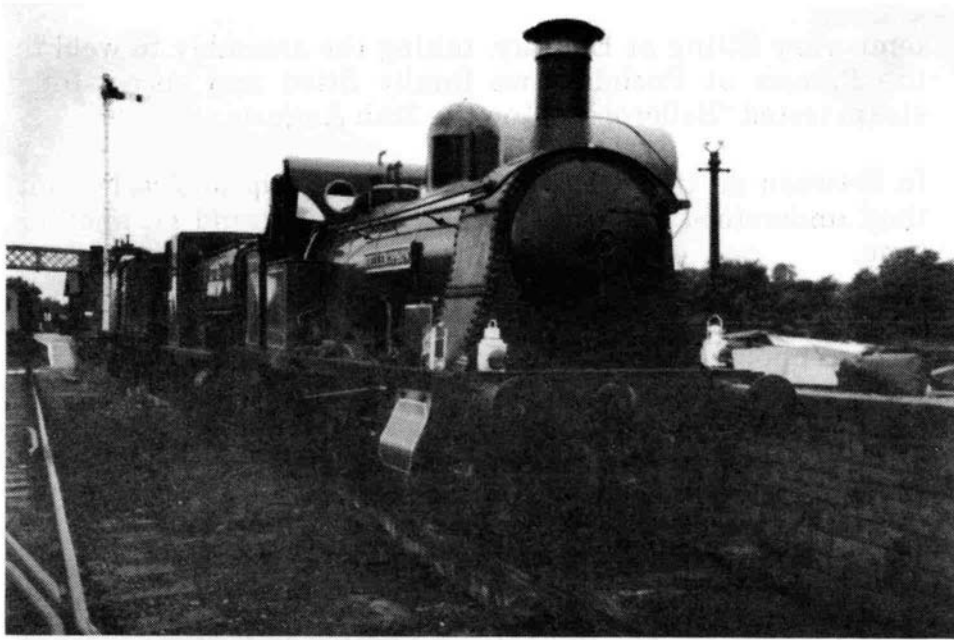
The following day we steamed "Bellerophon" up for some driver familiarisation with 3 coaches which it took with ease. The young lads of Embsay had been at work cleaning the brass and copper and "Bellerophon" looked immaculate.

Twelve more days in steam and with hardly any problems, then it came to the boiler washout on 14th August, followed by a steam test which it failed due to a leaking brazed joint on the main steam pipes to the cylinders.

On removal of the pipes it became apparent they were only fit for scrap and new steel ones would have to be fabricated, the old ones being of copper and age unknown.

August Bank Holiday was just around the corner and with it the holidays. A company at Audenshaw Manchester was found to bend the new pipes, but it took two weeks, to say they couldn't do the job! Another firm "Automated and Plant" of Oldham took on the job of bending the 4½" diameter to ½" wall steel tube and an excellent job they made of it.

The problem was the tube suppliers were in Radcliffe, Manchester, the tube benders in Oldham, the tube welders in Rochdale, I live in Huddersfield and thankfully the loco was only at Skipton, so after few circular trips to pick up the pipe,



*Bellerophon at Emsay*



*Bellerophon on service train at Emsay*



temporary fitting at Embsay, taking the assembly to weld to the flanges at Rochdale we finally fitted and successfully steam tested "Bellerophon" on the 28th August.

In between all this we had to cancel our trip to Tyseley but they understood the problem and said we could go another time.

So to end with at the time of writing it is hoped to have "Bellerophon" back at Haworth after the 5th/6th November. In the meantime Embsay will be using the loco most weekends and last but not least I must thank everyone at the Yorkshire Dales Railway for their friendliness and help in what I would call a successful four months, if not a little trying at the end!

### **Sir Berkeley**

At last things are beginning to happen with "Sir Berkeley". A steam brake cylinder has been acquired being the same type as that of "Bellerophon's", this is in the process of being fitted instead of a vacuum cylinder which is too big. The welded repairs to the boiler are now complete and the inspector has passed the new bosses fitted to the backhead for the gauge cocks. The smokebox has been rolled and fitted to the boiler which has now been returned to Ingrow.

Mick Todd

### **SHOPS**

The shops have had a busy season and our thanks to all those volunteers who continue to man them (stress cannot be placed too highly on the revenue the Trust derives from the shops). We once again encourage anyone who can join the Volunteers if only for an occasional turn at manning either Keighley or Haworth shop (every little helps!). Please contact Arthur Berry (☎ Bradford 591488) if you can help.

Our temporary Summer staff did a great job managing the shops during the busy Summer full running weeks. Our special thanks to young Susan who did a marvellous job tidying the cellars of Haworth shop.



*Sir Berkeley's boiler loading at Keighley from  
Airdale Engineering on return to Ingrow*

## **COACH REPORTS**

### **MS&L Coach**

This coach has been entered for the Association of Railway Preservation Societies (ARPS) Coach Competition. An inspection has taken place but as yet we await news of the results.

### **Nine-Compartment Metropolitan Coach**

This coach has been entered for the Scania Transport Trust Award. An officer from the Transport Trust has inspected the coach in recent months and again we await results. The "London Transport" transfers and numbers are now to hand and Mr Robert Timmins assisted by his son Ralph are to carry out the work. We are sure this will be to the same excellent standard as the work which Mr Timmins carried out on the MS&L coach.

*With the construction of the Carriage Shed at Ingrow almost all the Trust's finance is being directed to that project. This has restricted what progress is being made on coach restoration until the shed is built. Hence, little progress makes little news so to fill this gap we shall review our rolling stock and progress already achieved and will continue this in the next few issues of the News.*

#### **Chatham Brake Coach 3554**

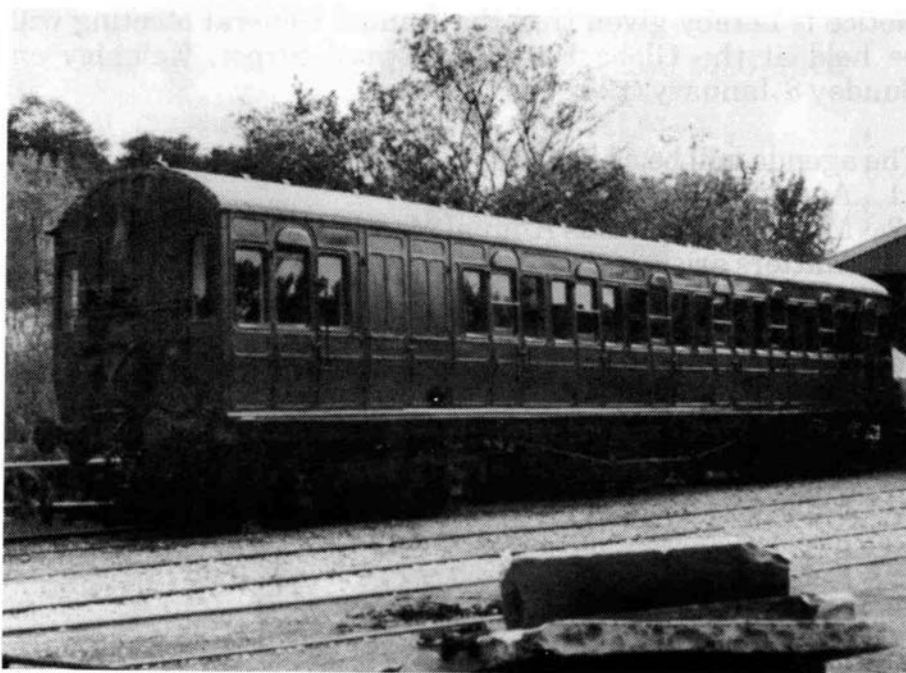
This coach was purchased in 1961 by Mr R H Edwards for use on the Westerham Railway in Kent, when this scheme failed the coach was loaned to the Worth Valley Railway, arriving at Keighley in February 1965. On 6th March 1965 it was hauled up the Branch by GNR J52 0-6-0ST 1247 on the first day that trains had been operated since closure of the Railway. By 31st July 1965 the coach had been repainted in what was to be the Railway's early standard colour scheme of royal blue and primrose yellow. It was hauled from Hathworth to Ingrow by LNER N2 0-6-2T 4744 during the collection of further rolling stock for use on the Railway. By the time of the Railway's re-opening special on 29th June 1968, the coach had been purchased by the Railway and repainted in the new standard colour of maroon. With the purchase of the standard mark 1's and the higher capacity seating of the metropolitan coaches the Chatham became spare coach from 1969 onwards.

By 1972 the coach was in need of major restoration and as it was not needed for general use its future was in doubt. In June 1972 the coach was purchased from the Worth Valley Railway by the Vintage Carriages Trust, it was decided that the restoration of the body work and painting in Southern Railway olive green should be done professionally. This included removing roof timbers and certain portions of the interior affected by dry rot and these were replaced by August 1972. All remaining brass fittings were removed for cleaning whilst Michael Cope completely rewired the vehicle. Many genuine Southern Railway replacement parts were obtained from withdrawn Southern electric units at Selhurst. Roof covering was replaced by members under professional direction. By September the coach presented a respectable appearance with the roof finished and paintwork completed except for top coat and varnish, this was soon completed along with lining out and running gear overhauled and underframe repainted in time for two special trains in March 1973. A few minor repairs and restoration of toilet and brake compartment being the only outstanding work after nine months. The work completed cost the Trust over £1000 a figure which was a



major expenditure at that time. On 18th August 1975 the coach was hauled from Keighley to Shildon by Ivatt 2-6-2T 41241 via the East Coast Main Line to the Stockton and Darlington 150 celebrations on 27 November 1975. A visit to York, by now in repainted South Eastern and Chatham Railway maroon livery, was made for filming "The Seven Per Cent Solution". By Summer 1976 the coach was again in Southern Railway olive green livery. The interior was improved by new lino after the old was further deteriorated by steam heating leaks whilst in use on the 1975 Santa Specials. The coach was then used as part of the Pullman Super Train and Santa Specials on occasions and between outings was displayed in the Oxenhope Exhibition Shed.

After the 1979 Summer Pullman Specials a lot of exterior woodwork was replaced above the windows and a quick touch up of the paintwork carried out in the time for the Santa Specials in 1980. Graham Bentley did a great deal of interior work to make the coach respectable again. During June and July 1981 repairs were carried out to



*Metropolitan Brake Coach at Oxenhope*

the matchboards below the window line and repainted in Southern Railway malachite green, internally the ceilings were repainted, brass ventilators polished and lacquered and the trim refitted. The coach then continued as part of the Super Train. In 1983 the roof covering and gutters were replaced after water was found to penetrate to the inside of the coach. 1985 saw the replacement of the interior matchboards and varnishing, ceilings repainted, light fitting and other brass work cleaned and lacquered, brake compartment repainted, corridor end connection rubbers and internal boarding were replaced and external woodwork was replaced on the ends. Shortly after this work was carried out with the exterior still to be repainted the coach was relegated to spare coach. Lack of covered accommodation left the coach open to elements and was one of the reasons for the decision for the Vintage Carriages Trust to provide its own shed. Once this is built it will be possible to restore the coach back to its former standard.

## **NOTICE OF ANNUAL GENERAL MEETING**

Notice is hereby given that the Annual General Meeting will be held at the Globe Hotel, Parkwood Street, Keighley on Sunday 8 January, 1989 at 12 Noon.

The agenda will be as follows: -

- 1 Apologies for absence.
- 2 Minutes of previous Annual Meeting.
- 3 Matters arising therefrom.
- 4 Chairman's Report.
- 5 Treasurer's Report.
- 6 *Reports of the following: -*
  - a) Covenant Treasurer & Membership Secretary.
  - b) Editor VCT News.
  - c) Shop Managers.
- 7 Reports concerning Coach Restoration.
- 8 Reports concerning Locomotive Restoration.
- 9 Reports concerning the Ingrow Carriage Shed Project.
- 10 *Election of: -*  
President; up to three vice-presidents; three trustees;  
Hon. Treasurer; Hon. Membership Secretary;  
up to four Committee Members.
- 11 Appointment of Auditors.

Nominations for the positions listed above are now called for and should be sent to me at Haworth Station, Haworth, 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.

Michael Cope  
*Secretary, VCT*

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Copies of the Constitution, as revised, and as approved by the Charity Commission in July 1988, are available on request from the Secretary, please enclose a large stamped-addressed-envelope.

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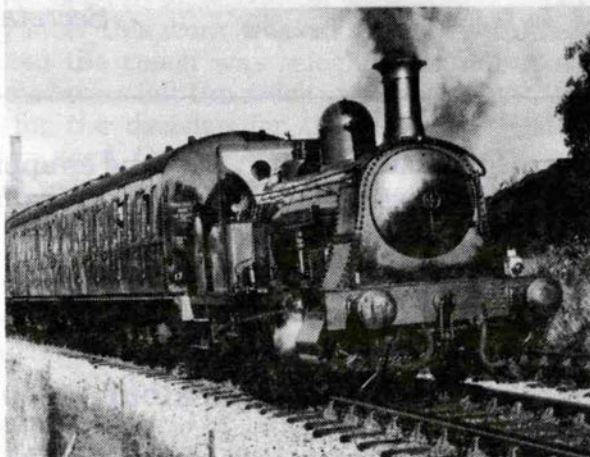


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