



## **MAGAZINE OF THE VINTAGE CARRIAGES TRUST**

**Haworth Station, Haworth, Keighley, Yorkshire. BD22 8NJ:**

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**No 28**

**February 1988**

### **EDITORIAL**

During the Winter the Trust has continued to keep active and I am pleased to present you with an informative and up-to-date issue.

Bellerophon has been in use over the Winter period and work is continuing on Sir Berkeley. Some of the Trust's coaches have been out on loan and work progresses on the other coaches.

The Trust is currently undertaking the building of the Ingrow Carriage Shed, visible work has now commenced, a full report in this News.

Please remember any information however great or small is welcome for inclusion in the next issue. Press date for next issue is 7 May 1988

John Brailsford

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## **MEMBERSHIP MATTERS**

If an 'X' appears in the box below, then your subscription is now due, please send subscriptions to Membership Secretary:-



Arthur Berry  
8 Bromley Road  
Nab Wood  
SHIPLEY  
BD18 4DS

Subscriptions can also be renewed at either of our two shops, 5 Mill Hey, Haworth, or Platform 4 at Keighley Station.

## **'RECRUITMENT'**

Most of our members visit other preserved railways, transport museums and model exhibitions during the year, on such visits members could take a handful of the VCT brochures which contain a membership form and leave them for display at the visited location, but of course reciprocate by bringing back some of the other organisation's brochures for display on the railway and in our two shops. I have found personally that other railways are only too pleased to oblige, but of course ask the permission of someone in authority first. The VCT brochures are kept at our Haworth shop, collect some next time you call.

May I offer my best wishes for the new year and thank everyone in anticipation of their continued support.

Arthur Berry

## **PUBLICATIONS**

We still have good stocks of both 'MIDLAND RAILWAY LOCOMOTIVE ALBUM 1880-1910' and 'BELLEROPHON: HAYDOCK TO HAWORTH'. To enable the Ingrow Shed project to progress as quickly a possible we could do with converting some of these books into hard cash. If you know of a bookshop which might be prepared to stock either publication please contact Jackie Cope at Haworth Station. Please bear both books in mind when compiling present and gifts lists!

## **INGROW CARRIAGE SHED**

### **Action Report**

At last we begin to see 'real progress' in the building of our Carriage Shed at Ingrow. Real progress to most people is signs of activity on site! This happened in early January when earth moving started, however, the processes leading to this activity have been many and various. They have included such matters as agreeing a Lease with the Railway, site surveys, trial drillings, foundation design, building design, obtaining planning permission and attending the first stages of Building Regulations Procedure. Complications were perhaps inevitable. Of these, the main one was the discovery of high-voltage underground electricity cables crossing the site. Determining what to do about these took a long time.

But, as has been stated, earthmoving has started. There is a substantial volume of spoil to be moved, and we are very pleased that Bradford Met has a use for this spoil and are able to remove it at their convenience over the next few months – hence the substantial heap cleared from the Shed erection area and awaiting removal.

Our Contractors, Maystead Developments Limited, will attend to the foundation works as soon as the site is to the required level. This they should complete by the end of February.

All the above represents 'Stage 1' of the overall plan for the Shed. We are privileged to have obtained a Museums and Galleries Commission Capital Grant towards this work, as the first of the planned three stages. We were very fortunate in obtaining this. There is considerable competition for these Grants hence we must express our gratitude to the Museums and Galleries Commission for supporting us in this way. The total expenditure for this first stage will be very nearly £13,000, of which we will have to find about £7,000.

We have made an application to the Museums and Galleries Commission for support for 'Stages 2' of this continuing project, and are cautiously optimistic that this support will be available. 'Stage 2' includes the steelwork and cladding (but not walls and doors, which are planned to form part of the third and final stage). Subject to the Grant assistance being available, 'Stage 2' could well be completed by June of this year. The cost to us will be £32,000, which would reduce to £16,000 if Grant assistance is forthcoming. It is with this in mind that we would ask all members to carefully consider the financial implications in this, and to read the enclosed letter. Without YOUR assistance this important project will grind to a halt. We as a Trust NEED this Carriage Shed.

## **THE METROPOLITAN COACH ON FILM**

The two Metropolitan coaches have recently been away to the Lakeside and Haverthwaite Railway for filming at Lakeside Station. The Brake coach received a welcome coat of paint and general clean up to enable it to join the immaculately restored nine-compartment Metropolitan coach. The film in which the coaches took part was 'The Impostor of Baker Street' starring Michael Caine.

Both coaches drew admiring comments from Lakeside Railway personnel and the filming went well despite some typical Lakeland weather. Thoughts of a special train for Lakeside and VCT members has to be discarded because the coaches were required back at the Worth Valley for more filming of 'Sherlock Holmes'. It was nice to know that two old Baker Street regulars are still needed to help out the Master Detective on his journeys away from Number 221B.

From the Trust's view, the expedition proved that our coaches, like Bellerophon, can be quite readily transported by road if the need arises and the finance is available. The only casualty was a dynamo pulley on the Metropolitan Brake, an indication that even greater care is needed during coach loading and unloading.

We hope that the 2 restored Metropolitan coaches will see increased use on the Worth Valley this summer. They make a fine sight and should prove attractive to enthusiasts.

## **MIDLAND 6 WHEELER COACH**

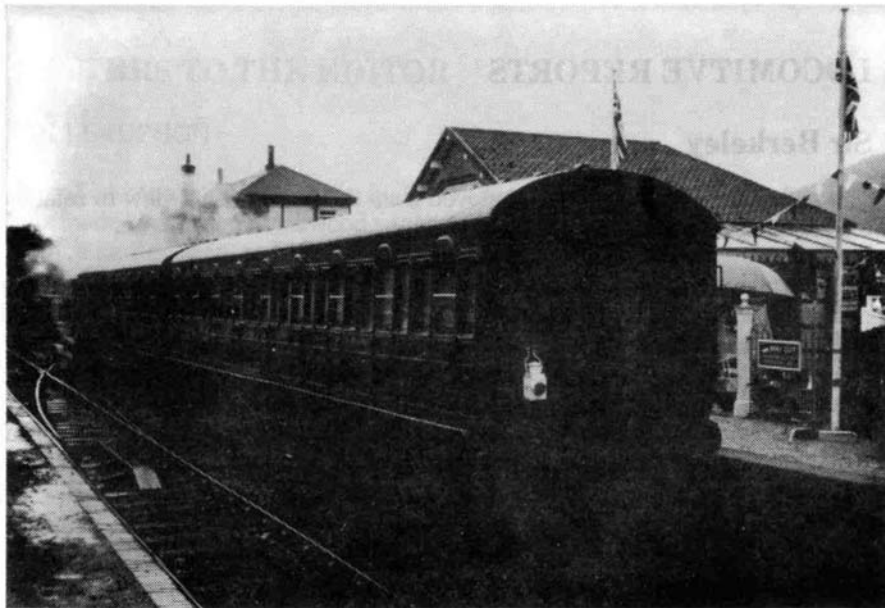
If all goes well the Midland coach will shortly enter a slow time machine to commence its long intended restoration.

The time machine is the Worth Valley Railway's Carriage and Wagon shed and it is 'slow' not because the work is expected to be lengthy but because the initial target is 1950 rather than the coach's Victorian building date. The idea is to restore the vehicle as an engineer's tool van and to use and display it as part of the Ingham Station project.

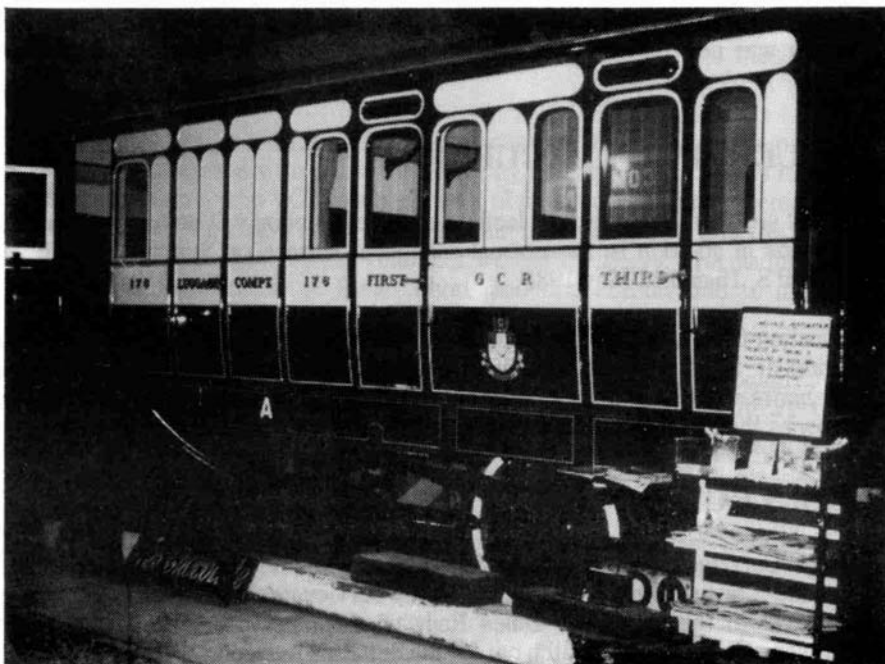
This is a very positive project in view that it will restore the basic body structure of the Midland making an eventual full restoration very much easier.

## **AUDITED ACCOUNTS**

Any member wishing to see the Audited Accounts for 1985/6 or 1986/7 should write to the Secretary, VCT, Haworth Station. A modest donation towards the cost of photocopying and postage would be appreciated.



*The two Met Coaches at the Lakeside & Haverthwaite Railway*



*MS&L Coach in Oxenhope Museum*

## **LOCOMITVE REPORTS**

### **Sir Berkeley**

The main steam pipe has been removed from the boiler with a view to refacing the regulator and renewing all the studs.

Most, if not all parts have now been found, the only part missing being the expansion links. Luckily I have found an old one on the scrap pile at Ingrow and have since been informed the other was being used as a pattern for some new ones nearly three years ago, but has since been lost which seems to be a recurring disease unfortunately. I have sent the one expansion link away for two new ones to be made and these are now due to be delivered. A set of general arrangement drawings for this particular class of Manning Wardle are on their way to us from Hunslet Engineering which should help considerably with the rebuild.

### **Bellerophon**

All the slide bars have now been machined and replace leaving only the piston rods to surface grind when we are able to take it out of traffic for 2 weeks or so.

Bellerophon ran for serices, 2 Sundays in January, thankfully for the crews the weather was not too bad. Meanwhile it remains a standby loco for the Winter service.

## **BELLEROPHON EXCURSIONS**

You will see from the enclosed leaflets that Bellerophon will be hauling passenger trains in addition to the normal scheduled service on Sundays 10 and 24 April and 8, 15 and 22 May 1988.

A donation from fares will be made by Worth Valley Railway for all passengers arriving at Keighley who ride on the Bellerophon train. At the same time passengers will be helping to contribute to the funding of our Carriage Shed at Ingrow as the majority of this donation will be directed towards this project.

## **BELLEROPHON**

Vintage Carriages Trust's famous locomotive continues to lead an active life. After the 5 Spring Sundays of Worth Valley service it is likely that Bellerophon will travel to the Yorkshire Dales Railway at Embsay to take part in their Centenary Celebrations. Watch out for full details in due course.

## LETTERS TO THE EDITOR

### BELLEROPHON

As will be seen in item 12 of the AGM minutes of 7 November 1987 a proposal was made by Vernon Smallwood suggesting the addition of the insignia of the Parachute Regiment to Bellerophon. His letter supporting the reasons for this is reproduced below. It was the feeling of the meeting that any members views should be expressed in VCT News. Your comments on this matter are very welcome and these will be forwarded to a future committee meeting for further discussion.

An explanation of my request/suggestion for having Bellerophon/Pegasus plaques fixed on the sides of Bellerophon will, I hope, help members to decide, Yes or No.

The engine was named, along with his first two engines; Amazon and Hercules, by Josiah Evans, after Greek Mythological Heroes. The following three built after his death, were given the usual Company practice of place names.

Bellerophon, riding the winged horse Pegasus, was chosen by the Glider Pilots & Airborne Troops Regiment, (of Arnhem fame) as their official emblem. Woven as a shoulder flash, and on their pennants carried into those famous battles.

The fact that the Association of those famous fighting units have expressed a wish to be associated with our locomotive, by having replica plaques made and presenting them to the VCT is a ceremony of future date, is an extremely good gesture, and should be treated as an honour to Bellerophon, and the splendid work of restoration done by our volunteer worker members. The plaques would enhance the appearance of Bellerophon, and undoubtedly add to it's fame. Already known in the steam preservation world.

I sincerely, hope you will all seriously consider accepting this wonderful offer from one of Britain's most famous fighting units. Bellerophon and the VCT have earned, and fully deserve the honour.

Vernon Smallwood  
Vice-President VCT

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Dear Sir,

Through the columns of this magazine, I would like to register the strongest possible protest regarding the proposed attachment of the Parachute Regiment to Bellerophon. I feel that this is a totally inappropriate consideration as the locomotive has in my opinion any connection with the branch of the military in any way. The Parachute Regiment was not formed when Bellerophon was built. A historical anachronism if ever there was one! There is also a risk of offending other military organisations that have the mythical Bellerophon in their history. Whilst not wishing to decry the achievements of the Parachute Regiment, whom I hold the greatest esteem, does not the Navy deserve recognition for their battleships of the same name? Perhaps it is intended to fit a mast to Bellerophon to appease this need!

I believe that fitting of any extraneous decoration to this locomotive would be tantamount to vandalism! Bellerophon is not a fifth generation 'Bitzer' cobbled together from the leftovers of defunct industrial locomotives, a fancy name and devices splatter over its' sides, to give it false respectability. Bellerophon is unique historical example of locomotive engineering, deserving even of a place in the National Railway Museum. How may exhibits in that revered establishment sport spurious adornments, I ask?

Publicity and awareness of the Vintage Carriages Trust, you may say, but is it GOOD publicity? Do we really want to be known as a set of jerks, who despoil a priceless relic of bygone age, just to get our name in the papers.

THINK LONG AND HARD

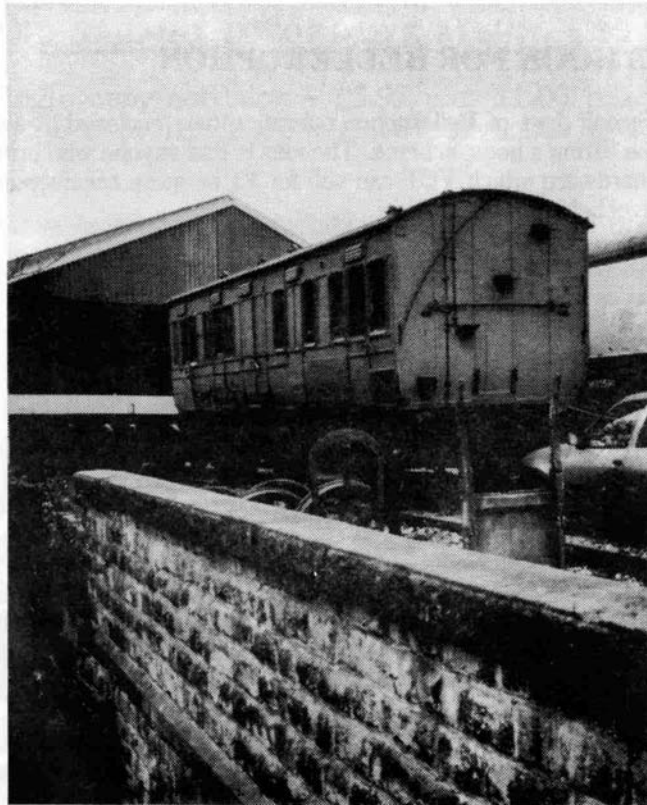
Jim Pickles

Dear Sir

With reference to the extract from the AGM minutes regarding the name of the Parachute Regiment to be carried on Bellerophon may I state my claim. I have not heard of any association with the regiment and our locomotive, I know that both names are associated with wings; Bellerophon borrowed the winged horse Pegasus to carry out his brave feats, according to Greek Mythology, and of course the Paras have the wings and chute incorporated in their regimental badge, and use wings to reach their destination of descent, but there, are all similarity must end. I believe all those involved in the restoration of Bellerophon will agree. Much has been produced regarding Bellerophon the culmination of which was the excellent book by Vernon Smallwood; 'Haydock to Haworth' perhaps Vernon has a sequel to the book, 'Haydock to Haworth via Arnhem', the mind boggles!

Arthur Berry





*Midland 6-Wheel Coach at Oxenhope*

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EXHIBITION DATES 1988

The Vintage Carriages Trust hopes to attend the following exhibitions this year, any donation of help on the stall is welcome, please write to Jim Pickles, VCT, Haworth Station.

ROCHDALE .....	6 & 7 February 1988
NORMANTON .....	13 & 14 February 1988
BRIGHOUSE .....	12 & 13 March 1988
KEIGHLEY .....	19 & 20 March 1988
HARROGATE .....	1 to 4 April 1988

## **BRING A BOOK FOR BELLEROPHON**

For the 5 Spring days of Bellerophon operation (see enclosed leaflet) we are repeating the 'Bring a book' scheme. The idea is that anyone who brings a book or item of hardware which VCT can sell for £5 or more receives in return a ticket to travel behind Bellerophon.

This year we have deliberately excluded magazines because we already have excellent stocks of virtually all post 1968 magazines.

## **SUNDAY LUNCH & BELLEROPHON for 8 May 1988**

Following last years' successful VCT Lunch we are to hold the event again this year. Our venue is to be the Bay Horse Inn, Hebden Road, Oxenhope on Sunday 8 May at 12 Noon. After lunch a short downhill stroll will allow us to catch the 2.33 pm Bellerophon hauled train to Keighley returning to Oxenhope by 3.45 pm where those wishing can inspect the progress being made on the VCT coaches.

The price of £8.50 per person includes a three course lunch (to be chosen from the menu on the day) and the journey on the Bellerophon train. Payment should be sent to Trevor England, 15 Crosby Avenue, Bramley, Rotherham. S66 0UG to arrive before Friday 8 April 1988.

We do hope you will come along and join us!

## **KEIGHLEY SHOP**

KWVR winter operation into platform 3 at Keighley has left the VCT shop rather stranded on platform 4. The opportunity has been taken to improve the layout of the shop and extend the range of goods on sale. Call in and see the result, we think you will be impressed. Please remember to tell your fellow enthusiast about both shops and encourage them to make a visit.

**MIDLAND RAILWAY LOCOMOTIVE ALBUM, 1880 - 1910**

Single copy softback - £5.95 plus £1.00 p & p  
Single copy hardback - £9.00 plus £1.00 p & p

Wholesale discount available for 3 or more copies

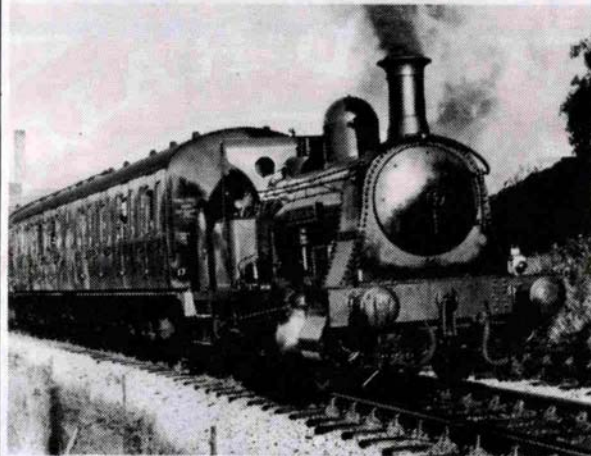


Send your orders to:

Vintage Carriages Trust  
Haworth Station, Haworth, Keighley, West Yorkshire. BD22 8NJ

# **'BELLEROPHON':**

Haydock to Haworth



by Vernon Smallwood

*AVAILABLE NOW!*

**"BELLEROPHON" : Haydock to Haworth**  
by Vernon Smallwood

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*"A very informative and interesting book"*

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Published by Vintage Carriages Trust

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Available by post from :—  
VCT, 5 Mill Hey, Haworth, Keighley.  
Price £2.40 please add 45p postage and packing.

OR

From either of the Trust's shops open when trains are running.