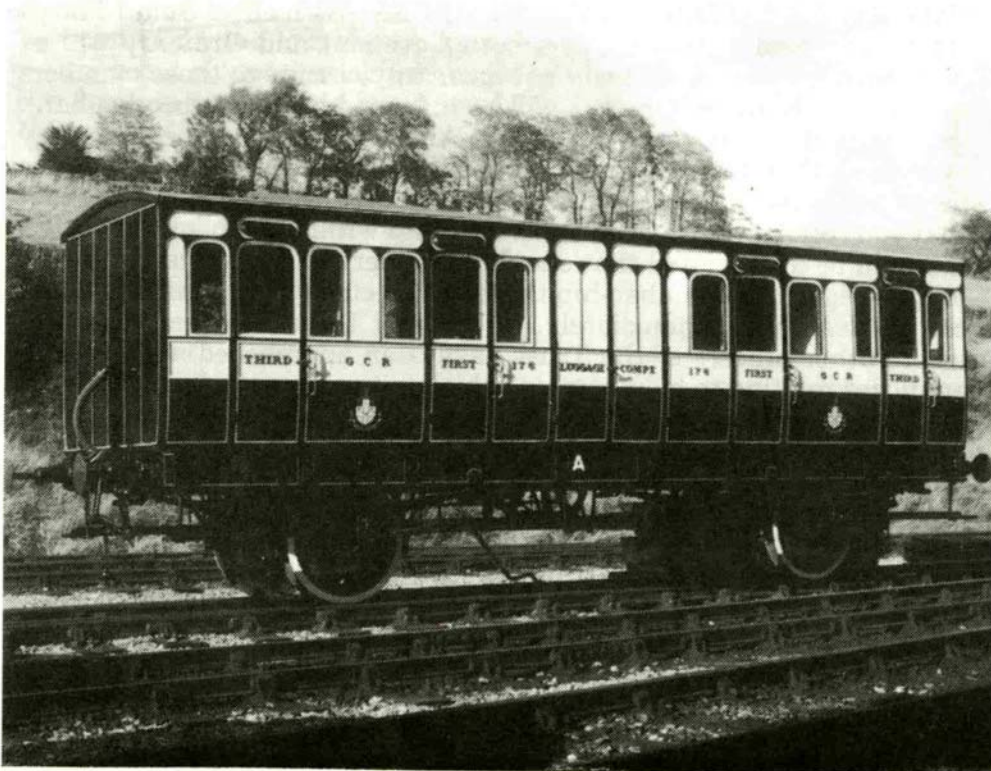


# VINTAGE NEWS

**MAGAZINE OF THE VINTAGE CARRIAGES TRUST**  
Haworth Station, Haworth, Keighley, Yorkshire.

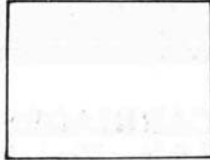
March 1989 No: 31



*MS&L 4 wheel coach in Oxenhope Yard on 19th October 1985 while being transferred from the white shed to the Oxenhope Museum for display in exhibition standard.*

## **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.

**IMPORTANT NOTICE TO ALL MEMBERS :** With effect from 1 March 1989 ALL membership matters both Covenant and Ordinary will be dealt with by myself, this will not mean any change to those members who pay by Bankers Order, I will be informed by the respective bank that the Orders have been dealt with. Any Covenant members who pay by cheque, then I will be much obliged if you will forward the cheque to me at my home address, which appears above, in return I will see to it that you receive your new membership card within the following 7 days. It would be appreciated that should any query arise in relation to any matter regarding membership these be directed to me, then the query can be dealt with immediately. In the past there has been instances where other officers of the Trust have been approached with various enquiries relating to membership, which in turn have to be passed onto me, please contact me direct with any problems.

This year has seen a very substantial increase in donations received from members, to all these people I wish to extend my thanks on behalf of the Trust, this extra revenue is greatly appreciated.

May I thank everyone in anticipation of their continued support.

Arthur Berry  
Membership Secretary & Covenant Treasurer

*Letter received from:*

**YORKSHIRE DALES RAILWAY MUSEUM TRUST**

Dear Mr Smyth,

I think I can say for us all that we enjoyed having "Bellerophon" and we were sorry to see her go and hope that she will return to Embsay in the future. We found the loco to be 100% ideal for the job of hauling 3 coaches over two miles and we were more than impressed with the power, smoothness of ride and economy, and it is a credit to the V.C.T to restore an embarrassing wreck into this fine unique machine.

Many thanks to Mick and his team for their co-operation at Embsay and in getting made and fitting new main steam feed pipes so quickly.

The last night the loco was in service was on Bonfire Night when she was hauling six coaches and the sight of which was one we will remember for many years and is summed up on the rear of Steam Railway News so well.

Best wishes to yourself and Sue and once again, many thanks for all your help in arranging this event.

Yours faithfully,

M. D. Cleaver



**BELLEROPHON STEAMINGS**

Members will be able to help with the building of the Carriage Shed at Ingrow by travelling behind Bellerophon as the Worth Valley Railway is again offering the VCT the fare of any passenger arriving at Keighley on a Bellerophon hauled train please travel to Keighley and help the shed appeal.

**Sundays 2, 9, 16 April and 14 May 1989**

These are the only dates that VCT has planned for Bellerophon in passenger service during 1989.



## **INGROW CARRIAGE SHED**

After a lull of visible progress, whilst major fund raising was carried out, the next few months will see the shed built to completion.

At the end of February detailing of the final shed plans were in progress. At the beginning of March further foundation work is due to start. Erection of the frame will begin before the end of May. The end of August will see the shed completed with roof, cladding, walls, doors and track in position ready for use. This progress has only been made possible by the generous donations and loans from members and friends of both the VCT and Worth Valley Railway and Grants from the Museums and Galleries Commission and the English Tourist Board. Any further donations or loans will be gratefully appreciated.

## **LOCOMOTIVE REPORTS**

### **BELLEROPHON**

Since the return of Bellerophon from Embsay the loco has been stopped for the Winter period. This has given us time to catch up on maintenance. The plumbing on the bulkhead has been altered making it much neater and we've been busy with the paint brush as well. During this period the Insurance Company have inspected the boiler as well as Worth Valley in steam test. At the time of writing there is not much work for Bellerophon in 1989 which allows more time for the rebuilding of Sir Berkeley but who knows what will happen in the loco department.

### **SIR BERKELEY**

The boiler tubes have arrived at Ingrow, new expansion links and a new smokebox door will have arrived by the time you read these notes so there's plenty to do, although the boiler will not be retubed until the whole restoration work is a little nearer completion so as to have the maximum tube life from the boiler. The last large part to be fitted is the saddle tank which needs renewing at a cost of £2000; this will not be done until the shed project is a little nearer unless someone waves a magic wand.

Lastly I must thank Arthur Ludlon the author of "The R.A.F. Cronwell Railway" who has donated all the royalties from the book he has just written to the Sir Berkeley fund, the connection between Sir Berkeley and the book you will have to find out yourself (for £4.20)

Mick Todd

## COACH RESTORATION REPORTS

The *Metropolitan 9 compartment coach* has been lettered by Bob Timmins. No significant progress to report on the *Chatham Brake coach* or the *Bulleid*. The *Metropolitan 1st Class 7 compartment coach* has had steady progress with window frames been fitted along with glazing, door latches and doors. The *Metropolitan Brake* is having headstocks repaired by the Railway. The *Midland coach* has been painted and lettered as stores van for the Railway. The partitions have been installed along with doors and windows. The *GNR coach* is currently outside.

### MS&L 4 -wheel Coach

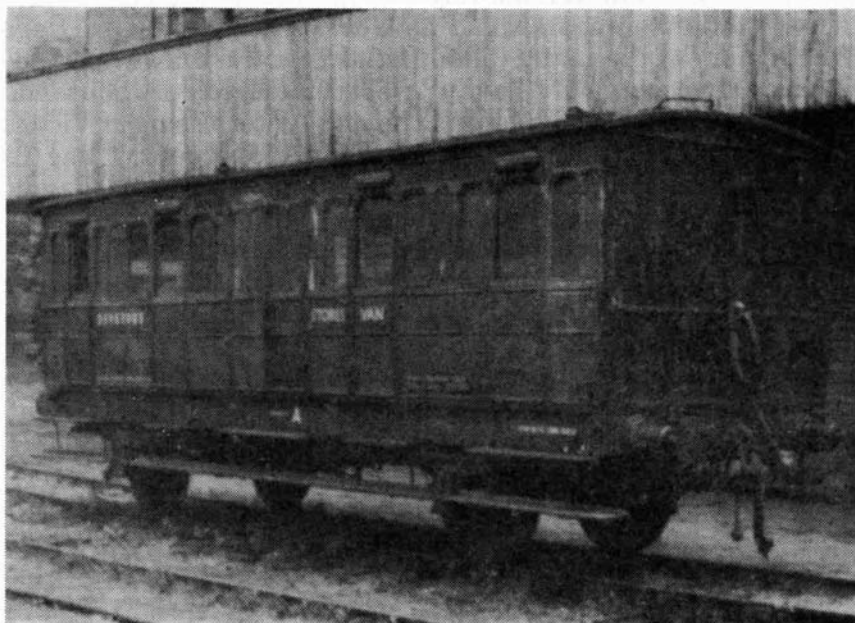
Vintage Carriages Trust is the joint winner of this year's Association of Railway Preservation Societies' "Coach Competition". The Award takes the form of an engraved Railway Guard's Lamp and recognises the Trust's superb restoration of its four-wheeled "tricomposite" railway carriage, built by the Manchester, Sheffield and Lincolnshire Railway 113 years ago in Gorton, Manchester. This award winning coach is at present on loan to the Greater Manchester Museum of Science and Industry, at the former Liverpool Road Station, Castlefield, Manchester, where it can be seen in the Power Hall. It is a lovely example of the "ordinary" coach in which our Victorian forebears would have travelled, this old carriage is part of the history of the many communities that the railway served. In its time this old coach would have travelled hundreds of thousands of miles for the MS&L, which was one of the most enterprising of Victorian Railways. The MS&L grew from a rambling cross-country line from Manchester to the North Lincolnshire communities of New Holland (for the ferry to Hull), Grimsby and Cleethorpes – creating on the way the spectacular Woodhead Tunnel and a main line through Sheffield. At the turn of the century, rakes of these four-wheelers could have been seen clattering their way through the Woodhead Tunnel, taking day-trippers from Manchester to Cleethorpes – and a few years later giving those on the route of the brand new Great Central extension to Marylebone their first sight of London. With the name changed to the Great Central Railway, the new route took in Nottingham, Loughborough, Leicester, Rugby, Aylesbury and the Buckinghamshire suburbs of London.

On many occasions it would have been used by families and their servants. As a tri-composite, this coach is made up of five compartments: one very comfortable First Class compartment (for the family), one fairly comfortable Second Class compartment (for the housekeeper, the butler and the other more senior servants) and two Third Class compartments (having just bare boards and no upholstery) for the other servants and a central luggage compartment. As described in a contemporary magazine:

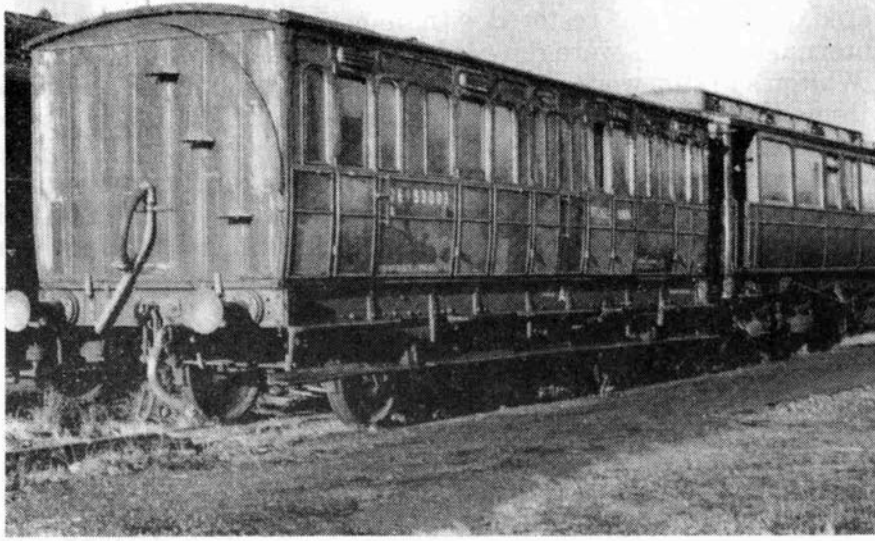
*"That all the compartments in each railway carriage should be of one class may be attended with some advantages under certain circumstances and for special kinds of traffic, especially in made up trains that have considerable distance to run. All stations do not admit of the ready division into sections on the platform, at which first, second, and third-class passengers respectively are to wait. Besides, it frequently happens that families or other parties travelling may have retainers with them, whose services they may require at intervals on the journey, that they may not be able to command very readily if such helps are at one end or the other of the train, while they are at or near the centre. In such cases first and second class compartments in one carriage are most convenient."*

This particular coach, after many years in passenger service, was converted to a Stores Van in 1910 and ended its working life in the Engineers' Train at Retford in 1961.

The coach was bought by Tony Cox and moved to Ranskill near Retford to join the Lancashire and Yorkshire 0-6-0 No 957 which he had bought two years earlier. In March 1965 they were brought to Keighley. On 6th March they were hauled up the branch to Haworth in company with the Chatham Brake Coach by GNR J52 0-6-0ST No: 1247



*MS&L 4 wheel coach in Haworth Yard shortly after arrival in 1965. Note the description of "Stores Van" on the body side. A function this coach carried out for 51 years.*

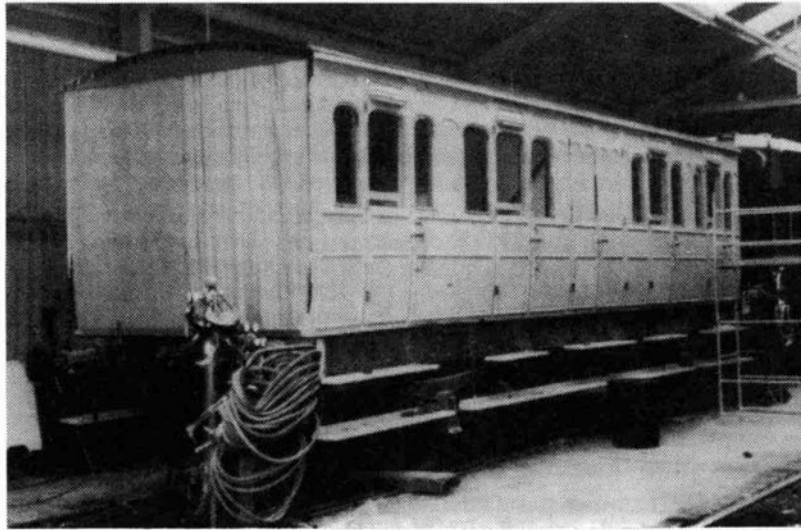


*MS&L 4 wheel coach in Haworth Yard during 1966/67*

Before the reopening of the railway the coach was shunted around Haworth Yard for Gala Weekends. In September 1968 the coach was used in the filming of Tolstoy's "Resurrection" for BBC2 with MSC 0-6-0 No: 31. In June 1969 the coach was used with J72 0-6-0T 69023 in the filming of "The Private Life of Sherlock Holmes". The coach was then kept at Oxenhope in the bay between the Station Building and Stone Shed for the next four years. During this time the coach was sold by Tony Cox to the VCT, Tony being a founder member of the Trust and Secretary of the Keighley and Worth Valley Railway Preservation Society at that time. After the VCT had restored the Chatham Brake coach in 1973 the trust decided to restore the MS&L coach as the next project. The coach was moved into Oxenhope stone shed to dry out. In February 1974 the coach moved to Walton's of Bradford for restoration. The coach had all paneling removed with only supporting timbers remaining of the bodywork. Difficulty was experienced in raising the roof which had sunk almost six inches in the middle. To obtain stability and at the same time control disfiguring the interior of the compartments each joint between the roof cross beams and the upper main side beams were firmly secured by means of triangular metal plates. This was achieved by first jacking up and supporting the roof centre with a series of temporary pillars. Once all the roofing beams had been secured to the side beams the roof timbers were replaced. Also clamps were installed to avoid the side beams moving out of position once the supports were removed. Five of the sixteen door

posts were also renewed. During the restoration Great Central Railway Match Strikers and carpet treads in the First Class Compartment were uncovered. Panelling was restored with mahogany instead of teak due to cost. Internal bulkheads were replaced. By November 1974 the Trust had to ask Walton's to stop work on the coach after they submitted a claim for three times the budget figure they had been given. The coach was returned to Oxenhope in February 1975 and displayed in the Oxenhope Museum in white undercoat with no glazing or door handles and with the ends in need of attention. By this time the coach had cost £4000 in restoration but work could not continue until financial matters were resolved and work on other stock was undertaken.

In 1981 Paul Waite restarted restoration by this time in the Stone Shed at Ingrow and he continued during 1982. With the Trust obtaining charitable status a restoration plan was agreed during 1983 and grant assistance was available from the Museum and Art Gallery Service for Yorkshire and Humberside. The Coach was moved to Carnforth early in 1984 for further structural work to be carried out including seat frames. The coach returned to Oxenhope in 1985 and by August the third class compartments were complete, and very basic, thanks to Moorview Home Services. The coach was painted in Great Central Railway Livery by Bob Timmins including four hand painted crests. By the time the MS&L had become the GCR, second class had been abolished so the coach was restored with two first and two third class compartments. The coach was moved into Oxenhope Museum with full external restoration on 19th October 1985. After a year of tidying



*MS&L 4 wheel coach in Oxenhope white shed in 1985. During restoration work to exhibition finish.*



details such as roof furniture. The early part of 1987 saw completion of the first class being the height of luxury the first, formally second class being comfortable but much less opulent, with the third class compartments being basic. The only 1987 Transport Trust Commendation Award was awarded to the Trust for the restoration. On 6th May 1988 the coach was used with Bellerophon, the GNR 6 wheel coach and John Dawson NER coach for filming.



This award winning coach is at present on loan to the Greater Manchester Museum of Science and Industry, at the former Liverpool Road Station, Castlefield, Manchester, where it can be seen in the Power Hall. Vintage Carriages Trust members can have free entry until mid to late Summer whilst the Coach is on loan.



## **ANNUAL VINTAGE CARRIAGES TRUST LUNCH**

Our venue for this year's Lunch is to be the Brontë Hotel, Haworth on Sunday 14th May, 1989 at 12 Noon. After lunch we shall catch the Bellerophon train at Haworth at approximately 2.30 p.m.

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, South Yorkshire S66 OUG to arrive before Monday 3 April 1989. To book by telephone contact Trevor on Rotherham (0709) 548674.

We do hope you will come along and join us!



**VINTAGE CARRIAGES TRUST/  
KEIGHLEY & WORTH VALLEY RAILWAY**

**ANCIENT and MODERN**

A PROGRAMME OF SPRING EXCURSIONS 1989



featuring the award-winning  
115-year old steam locomotive:

**BELLEROPHON**

and the 'Modern Traction'  
locomotive:



**CLASS 25 DIESEL No. D5209**

**TIMETABLE**

**BELLEROPHON: SUNDAYS 2nd, 9th, 16th April and 14th May**

**CLASS 25 D5209: SUNDAYS 23rd April and 7th and 21st May**

Oxenhope	1308	1433	1603	Keighley	1352	1522	1647
Haworth	1314	1439	1609	Ingrow West	R	R	R
Oakworth	1317	1442	1612	Damems	R	R	R
Damems	R	R	R	Oakworth	1406	1536	1701
Ingrow West	R	R	R	Haworth	1411	1541	1706
Keighley	1333	1458	1628	Oxenhope	1417	1547	1712

Ordinary Fares Apply

**These trains are IN ADDITION TO the normal Worth Valley Railway Service**

Enjoy an afternoon riding behind either of these historic locomotives—truly 'Ancient and Modern' on the Worth Valley Railway. Riding behind BELLEROPHON helps Vintage Carriages Trust to complete its new Carriage Shed at Ingrow; the Worth Valley Railway has generously agreed that a major part of the fare (less the cost of the coal) will go towards the cost of this Carriage Shed.

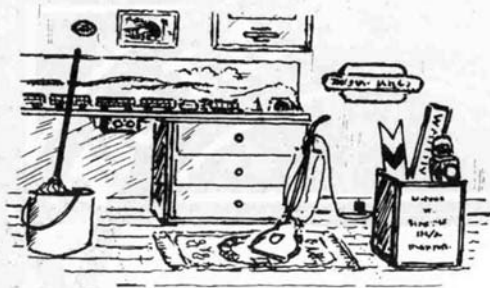
Whilst every effort will be made that the now very elderly steam locomotive BELLEROPHON and the Class 25 Diesel Locomotive D5209 will be available for the above special trains, we cannot absolutely guarantee this availability. Ring the Worth Valley Railway's 'Talking Timetable' (0535-43629) for up-to-the-minute information.

'BELLEROPHON, HAYDOCK TO HAWORTH' is the book, by Vintage Carriages Trust's Vice-President Vernon Smallwood, which tells the fascinating story of this historic locomotive. It is available at the price of £2.40 from the Trust's Relic Shops (5 Mill Hey, Haworth—one minute from Haworth Station; and on Platform 4 at Keighley Station, both are normally open whenever Worth Valley Railway trains are running), or by post £2.70 (VCT, Haworth Station, Haworth, Keighley, West Yorkshire BD22 8NJ). Recommended reading.

**THE KEIGHLEY & WORTH VALLEY RAILWAY:  
'INDEPENDENT RAILWAY OF THE YEAR'**

Published jointly by the Vintage Carriages Trust and the Keighley & Worth Valley Light Railway Limited,  
Haworth Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

February 1989



## **FINISHED YOUR SPRING CLEANING?**

(Wondering what to do  
with the things that  
you don't want any  
more?)

The Vintage Carriages Trust can turn your transport "junk" into beautifully restored coaches and gleaming steam locomotives.

Our Transport Relics Shop at Keighley and Haworth need a steady flow of hardware, books and magazines. Lamps, totems, works plates and model railway equipment are particularly welcome.

Items donated may be left at VCT's Haworth shop or at any station on the Worth Valley Railway. We pay cash for larger collections and more valuable items — contact the Secretary, Vintage Carriages Trust, at the address shown below.

All profits from the shops speed the restoration of VCT's eight historic coaches and two elderly steam locomotives.

## **VINTAGE CARRIAGES TRUST**

**The Secretary**

**V.C.T.**

**c/o Haworth Station**

**Haworth, Keighley**

**Yorkshire, BD22 8NJ**



**MIDLAND RAILWAY LOCOMOTIVE ALBUM**

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