

Vintage Carriages Trust

The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ
Charity Registered in England No: 510776

VCT MEMBERS' UP-DATE: APRIL 1991

.... projects completed: another prestigious Award: our coaches in WVR's "Vintage Train": exhibits (and challenges) on the move: VCT Visit and Dinner: special trip.

You will (correctly) deduce from the above that the Trust continues to be very active, successful and positive - and that this happy state of affairs promises to continue for the foreseeable future. Especially if the words "Dinner" and "special trip" interest you: read on.

It is especially pleasing to report the completion of the exterior repaint of the "Chatham" coach, now resplendent and immaculate in its sage green early-Southern Railway livery. It was most gratifying to see this coach, together with the nine-compartment Metropolitan Railway coach (the completion of which was reported in the last "Members' Up-Date") emerge from the Ingrow Museum on April 7th to form the first of the series of the Railway's "Vintage Train". Hauled by the L&NWR "Coal Tank" (owned by the National Trust and in the care of our friends the Bahamas Locomotive Society), the train looked absolutely superb. It looks as if this (admittedly biased) viewpoint is one shared by the general public - three hundred and forty nine persons paid the Railway the £1 flat rate single-journey additional fare on that day, and the "Yorkshire Post" for the following Monday included a fine photograph showing that train. The success of these "Vintage Trains" continued with last Sunday's train, headed this time by "Bellerophon": the remaining four of the series are on Sunday afternoons 21st April (Coal Tank), 28th April ("Bellerophon"), 12th May (Coal Tank) and 19th May ("Bellerophon"). The Trust will benefit financially from these trains by way of a rental figure for the coaches (only) as agreed by the Railway Society's Council.

"Bellerophon"'s movements for this Summer are as yet not finalised, but these now look likely to be to the East of Haworth rather than as previous expected to a Westerly direction. Watch this space - or see the Railway press for details when the plans are consolidated. Also there is a good possibility of one of our coaches spending at least some of the Summer in the South of the country, the "quid per quo" being much-needed attention to moquette. If this last move does take place, there are intriguing plans for a special display in the Carriage Museum: again, watch this space.

Movements which have already taken place feature our Midland six-wheeled coach, the Midland oil tank wagon, the Bulleid coach, and a Scammell Mechanical Horse. The two Midland vehicles are now in the Dock Road at Ingrow, following massive activity by members of the Bahamas Locomotive Society to clear the way through their Ingrow Shed - which itself involved the first move for many a long year both of the Smiths steam crane formerly in that Shed (to be transferred to the Leeds Industrial Museum) and of the L&Y locomotive 752 (understood to be moving to Oxenhope in the fairly near future). The Midland coach now has the role planned some long time ago when the (pre-BLS) Worth Valley Ingrow Station Project assisted our Trust with work on this coach to make it in a fit condition to act as a Stores

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Association of Railway Preservation Societies,
Yorkshire and Humberside Museums Council, Yorkshire and Humberside Tourist Board.

Van parked in the Dock Road at Ingrow - as part of the "1950's" image. It is likely to take this role for some years from now, until we have sufficient funds (and time and space) to fully restore this coach: our immediate candidates for completion must be the First Class Metropolitan Railway coach and our Bulleid coach. This last was extracted from the back of the Carriage & Wagon Shed at Oxenhope on Monday 15th April and is now in position in Ingrow Carriage Museum. Whilst showing a few obvious challenges - not the least in Museums "labelling and interpretation" - it is pleasing that it is now in a position where we can much more effectively progress the completion of its restoration. This is a project being looked after by John Downs: all persons interested in helping with this project are invited to contact him either on the Railway or by writing to him c/o Haworth Station. (Incidentally, it's of interest that the Worth Valley Railway personnel involved in this minor shunt - taking only four hours or so - as Diesel Driver, Second Man, Guard and Responsible Officer respectively were Michael Cope (Secretary, VCT), Bill Black (Trustee, VCT), John Downs (Member, VCT, noted above as i/c the Bulleid's restoration) and David Kay (Member, VCT).

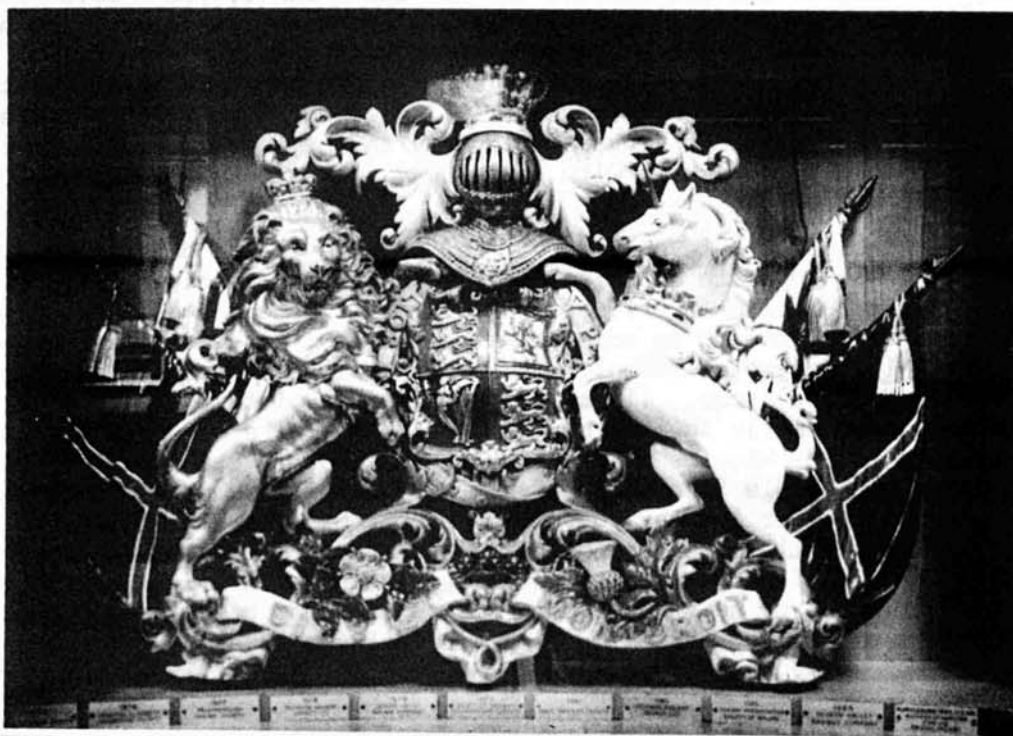
The Scammell Mechanical Horse is from Messrs Tate & Lyle Sugars - our thanks to them for placing this vehicle with us on a Loan agreement. Some mechanical, bodywork and paintwork attention is required before this vehicle can make regular public appearances: but it should be worth the wait to see this Mechanical Horse in action, representing as it does something which was in the not too distant past very much a part of the British street scene. This particular vehicle is the six ton version, a M.H.6 of 1946, first registered as CAM863. An unexpected bonus was that Tate & Lyle brought a matching trailer with the Mechanical Horse tractor unit itself - at the time of writing, this item can be seen in Ingrow Yard: it too needs some attention (mainly to the paintwork) but is basically in quite good order. We look forward to seeing the unit "up and running".

The Carriage Museum continues to receive useful numbers of visitors, of whom the great majority seem to much enjoy their visit. The total number of our visitors over the first full year of operation (just completed) was 8135 - nothing spectacular, but showing great promise (especially when taking into account the problems of access down Ingrow Station Yard, especially on wet days - we look forward to the hopeful success of the Railway's grant application which should lead to the Yard being levelled and nicely laid out, also making proper provision for car parking). Members of the Bahamas Locomotive Society are now making good progress with sorting and tidying their Shed, with (we understand) further work with the Railway's Civil Department towards completing the Yard's track layout planned for the near future. BLS await the outcome of their (separate) grant application: success here should very considerably help progress towards the necessary rebuilding of the wooden end of their Ingrow Shed. Certainly, good progress is being made at Ingrow and it is fast becoming very much more of the "Ingrow Railway Centre".

Yes, we have another Award. This also represents something real and positive. It has been awarded jointly to our Trust and to the Rutland Railway Museum and is a "Special Award" under the British Coal Steam Heritage scheme. It derives from the way in which we and the Rutland Railway Museum were last year able to help British Steel celebrate "One Hundred Years of Steelmaking at Scunthorpe" by our lending initially our

Manchester Sheffield & Lincolnshire Railway coach and the "Chatham" coach, and later the Metropolitan Railway Brake Third coach, to join the Rutland Railway Museum's locomotive "Salmon" in providing a complete restored steam train. This allowed British Steel to show their distinguished visitors the Steelworks from a novel and highly effective viewpoint, using part of their extensive internal rail network. These celebratory rail-borne tours of the Works were followed during the rest of last Summer by further tours carrying other visitors, customers, British Steel employees and their families, and school parties. These tours were eminently successful: there were in all more than 100 of them over the Summer, with the train covering a total of more than 1000 miles. The Award cites the provision of this complete restored train and goes on to say: "... we believe this to be a unique example of railway preservation organisations working together and cooperating with a large industrial concern to enhance steam heritage restoration and preservation generally". It's very pleasing to receive this Special Award, jointly with the RRM: especially as it was such a pleasure to help British Steel on this occasion - and to be helped by them, notably by British Steel exchanging the bogies of the Chatham coach for us and doing a great deal of other work on the underframe and elsewhere. It was indeed a very satisfying and worthwhile enterprise, as seen from all points of view. Michael and Jackie Cope and Bill Black will collect the Award on behalf of the Trust (and also on behalf of the Rutland Railway Museum, who will not be able to attend) at a ceremony at the Black Country Museum on Thursday May 2nd.

We are uncertain as to precisely what physical form this Special Award will take, but expect that it will join the Association of Railway Preservation Societies' Annual Award for 1990 in being displayed at our Carriage Museum, at least for a time. The photograph below (taken in February, in the Museum) shows the Annual Award - it is a Royal Train locomotive headboard



from the London Brighton & South Coast Railway, on loan from the National Railway Museum. It is held by us jointly with the Railway, and is likely to be on display in our Museum for the rest of the year. Our thanks are due to Dennis Parker for this photograph, which presented an interesting challenge - the Award may not be removed from its glass case and the lighting conditions were difficult: and to Kevin Metcalf for making the printing plates, which very considerably improve the (photocopied) reproduction of this "Members' Up-Date": thank you, gentlemen.

The Shops have been doing especially well recently. Our thanks to those who look after the Shops, by standing behind the counter and selling, or in any other way - certainly without the profitable trading of the Shops the finances of the Trust would be in a very poor state and we would not be able to continue at anything like the present rate of coach (and locomotive) restoration and conservation. The good trading of the Shops has been helped by a recent big purchase of railway "hardware", which will be followed in a week or so's time from now by a further such purchase. With trespass plates, bridge plates, works plates etc getting increasingly scarce, now is the time for you to see what we have available at our two Shops should you wish to purchase anything of this sort.

Time for the customary reminder concerning the Data Protection Act. Members are advised that their names and addresses are kept on a computer as the mailing list for this "Members' Up-Date" and for the other items circulated to Members from time to time. If any Member objects to this data being kept in this way, would he/she please advise the Secretary as soon as is possible. Her/his name will then be recorded manually, with all mailings etc being similarly processed.

A reminder on a rather different matter may be enclosed (but not for everyone). Most Members have already renewed their Membership for this year. If however you are amongst the few who haven't, you should find a renewal letter enclosed - your immediate attention to this would be much appreciated. (Incidentally, this reminder refers to this year, 1991 - not to last year, 1990, for which a few long-standing members have (relatively speaking) only just paid their subscriptions. Now that Malcolm Loukes has relieved the overload on Trevor England by taking the Membership work, we have been able to "catch up with ourselves" in the annual cycle of membership matters).

And now: kindly get out your diary. Now note in it the date: 15th June 1991. This is the date of this year's VCT Evening, which will include not only a Visit but also a very informal Dinner. The evening will begin at 5 pm (or for latecomers as soon after as you can) with a visit to the Bancroft Mill Engine at Barnoldswick, which will be in steam and running specially for our group. (Those not particularly interested in mill engines are cordially invited by our President's wife Marjorie Higgins to spend time at the Higgins home nearby). The whole party will then join together at "The Old Stone Trough" near Barnoldswick where an informal evening meal (order and pay for on the night: main course approx. £6 per head) will be followed by a time of chat, a short presentation by Denis Parker of some of his exhibition-quality photographic prints, a few slides (please bring 20 or so of your own - maybe some not of railway subjects?) and a chat on VCT comings and goings (or whatever takes your fancy).

Please return the tear-off form below to the Secretary, c/o Haworth Station (or telephone 0535-646472) if you intend being present - this will help establish numbers for the benefit of both the Bancroft Mill Engine Trust and the Old Stone Trough. It's some time since we had a social event - please come along and enjoy this one. It should be a "very good do".

(Bancroft Mill is in Gillians Lane, Barnoldswick - this is on Colne Road, which is a loop starting by the "Cross Keys" on Church Street in Barnoldswick and joining Manchester Road just out of the town. For simplicity: just follow the "Brown Signs". The "Old Stone Trough" is three miles from Barnoldswick on the main Skipton-Colne road near the village of Kelbrook).

And now: our second photograph (again by Dennis Parker, with the printing plate courtesy of Kevin Metcalf):



This shows our "Esso" oil tank wagon - now more than fifty years old - with its repaint now completed and looking a real credit to the Trust. Our thanks go to Messrs Esso, for providing the necessary paint, and to the PRISM (Preservation of Industrial & Scientific Material) Fund, administered by John Robinson of the Science Museum, for financial assistance towards the costs of the grit-blasting and painting of this vehicle. This oil tank wagon is at present at Keighley but will be moved to the siding beside our Ingrow Museum building as soon as that siding is completed.

The Railway has kindly agreed to let this Trust have a special "extra round trip" on the Vintage Train, hauled by "Bellerophon", on Sunday 19th May, departing from Ingrow at 1645 hours. We are using this special trip to say "thank you" to those who have contributed time or money towards the restoration of the nine-compartment Metropolitan and "Chatham" coaches. If you have so contributed, you should have received (or should find enclosed with this "Up-Date") a letter of invitation to this special trip - we hope that you will be able to join us for this "thank you" "round trip". (Other Members of the Trust will appreciate that the capacity of the train is very limited and that sadly on this occasion we cannot offer seats to everyone. If however you would like to join this party, please complete the form below and send it with a stamped addressed envelope to the Secretary, c/o Haworth Station - please don't join the train without an invitation or a ticket).

A reminder, then a form:

The reminder is that the "First Wednesday Evening of the month" Work Parties take place in the Museum every first Wednesday of the month. All Members are very welcome to attend: no special skills are necessary. Do join us - although working evenings, they are also quite enjoyable.

And now, the form. Please delete or complete as appropriate, then please return it to Michael Cope, Hon Secretary VCT, c/o The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ. Thank you.

*** I would like to help in the Trust's two Shops/ with locomotive restoration/ with coach restoration/ with looking after the Museum. I am available on the following days/dates: please contact me:

*** I/we intend coming to the VCT Evening on 15th June (Bancroft Mill Engine/"Old Stone Trough"). YES/NO. Number of persons:

*** I enclose a donation of £ towards getting "Sir Berkeley" back in steam/ towards the general work of the Trust.

*** If available, please send me tickets for the "Metropolitan and Chatham thank-you train" of Sunday 19th May: I enclose a stamped addressed envelope.

Name:

Address:

Signed: