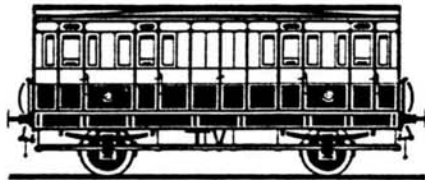


VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776. Registered Museum No. 1202.

MEMBERS' UP-DATE

The Trust has (once again) enjoyed a busy and successful period - with every indication that this will continue for 1992. Good progress has been made with coaches and with "Sir Berkeley". "Bellerophon" caused some anxious moments but now seems all set to steam again early this Summer. We have achieved formal Registration as a Museum. Visitor figures at Ingrow have been quite satisfactory - and we now have a Guest Coach. At the time of writing, we are about to start a five day involvement with filming for BBC TV's "The Secret Agent". And: we have now a provisional date on which we will (at last) formally Open our Ingrow Carriage Museum.

Very recently, great strides have been made with the surfacing of Ingrow Station Yard. This is by the Worth Valley Railway, with very generous financial assistance from the Urban Programme of the Department of the Environment, obtained via Bradford Metropolitan District Council. This work is now approaching completion and will provide a setted roadway right up to our Museum building. The Trust itself would not have been able to afford to contribute to anything even slightly approaching the scale and quality of these works for many years to come, and so our sincere thanks to the Railway for this work.

Also at Ingrow, our friends the Bahamas Locomotive Society are progressing steadily. The site for their new building is now completely cleared and much of the foundation excavation completed.

Our Ingrow Carriage Museum continues to prosper. On present indications, we expect to welcome a total of about 11,500 visitors in the year finishing at the end of this coming March - and, importantly, the very great majority of these visitors seem to be very satisfied with that which we offer them. This "visitor satisfaction" is something which we must continue to achieve, in what we offer and the manner in which we offer it. Certainly the "Travellers' Tales" sound presentation has well and truly demonstrated its worth, as has the video presentation - without these, and without the "display and interpretation" panels around the Museum, the building would risk being a rather dull "Shed full of old carriages". We need to continually remind ourselves that the majority of our Customers are family parties - members of the "general public" rather than keen and knowledgeable railway enthusiasts.

It's very pleasing to report that we successfully (and relatively painlessly, despite a great mass of paperwork) cleared all the hurdles and that the Trust is now a Registered Museum. It is the Trust as a whole that is Registered - not just the Ingrow building and its contents. This Registration is on a National basis and is under the auspices of the Museums & Galleries Commission. It demonstrates that we have attained (or exceeded) minimum standards laid down. Increasingly, Registered Museum status will be used as a "yardstick of respectability" by all Grant-giving (and similar) bodies. Obtaining this Registered Museum status is an achievement of which we can be proud.

One question which has been asked fairly frequently is: "When are you holding the Official Opening of the Museum?" The difficulty of course has been the state of the approach road - even a modest downpour turned this into something more of nature a muddy assault course than the public access to a (Registered) Museum. However, with this approach now so greatly improved and with steady progress in improving display and interpretation within the building, we are now able to go ahead with this Official Opening. Details are yet to be finalised - but please note the provisional date for this, which is Saturday 6th June 1992. All are invited - especially of course Members and those who have contributed in any way towards the successful completion of this project. Further details, and confirmation of the date (or advice of an alternative date) will follow in the next "Up-Date".

Terry Jackson, a regular working member, reflects on the past year during which he has seen much activity on our Ingrow site:

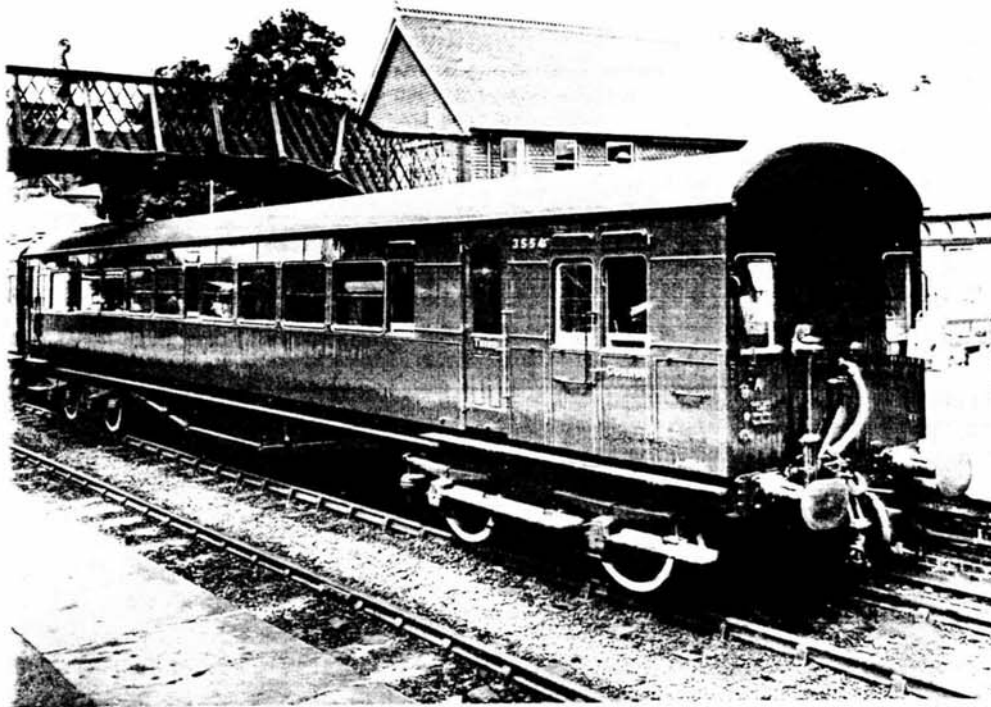
"A happy look back at the VCT's Ingrow Museum in 1991. The comings and goings have been many. The Midland Six Wheeler and the Tank Wagon went into the Dock Road at Ingrow. The Chatham coach, having received a great deal of attention and paint, departed to the Bluebell Railway. Returning from its holiday at Scunthorpe British Steel came the Met Brake closely followed from Oxenhope by the Bulleid coach. What a sad sight the Bulleid was, but now with the debris cleared and work started on electrics and interiors it is looking much happier. The locomotive "Sir Berkeley" paid us a visit during "Friendly Engines' Weekend" and overnighted next to its partner "Lord Mayor". Quite a busy and interesting year highlighted by receiving jointly with the Railway the ARPS Annual Award for the development of the Ingrow site".

Turning now to the coaches. As Terry noted above, our "Chatham" coach is spending some time on the Bluebell Railway. In exchange for this loan, the Bluebell will re-upholster this coach before its return to our own Railway. Having this (very necessary) upholstery attended to is something well worthwhile from our point of view, as there would otherwise be no way in which we could have afforded this for some years to come.

The MS&L now sports three oil ("pot") lamps rather than (as previously) just one. One is an authentic MS&L lamp, one is virtually identical but marked "BR" (made in British Railways' days, almost certainly for the horse-box traffic), and the third is similar but unfortunately without the lamp interior. This collection has now been joined by a fourth and virtually identical lamp from the former Spanish narrow-gauge Alcoy & Gandia Railway, kindly donated by Mr S H Elliot of Orlingbury (whose late father, Mr Jack Elliot, will be remembered by more senior Members as for many years a working Member of the Railway). This lamp requires quite a lot of work - notably the replacement of its glass, which in itself looks likely to give its fair share of problems - but in due course will join the others to complete the set of oil lamps for the passenger compartments of this coach: will this be unique in preservation? And does any reader know where we might find a suitable glass, of the correct size?

Progress with the Bulleid continues steadily. Roy Stennett is well on the way towards completing the electrical rewiring, and a great deal of work

Matchboard brake No 3554 stands proudly at Sheffield Park. On loan from the Vintage Carriages Trust, this former boat train brake will stay at the Bluebell until well into 1992. (Mike Esau)



(Photo courtesy Mike Esau. Reproduced by permission from Winter 1991 "Bluebell News")

has been done on the ceiling and as preliminaries to again glazing the coach. Incidentally, we are having difficulties finding supplies of 24 volt 15 watt lamps (bulbs) for this coach having the "old" larger diameter of about 50 mm. Those currently available seem to have shrunk to something like 38 mm diameter, which don't look right in our Bulleid coach. Again, does any reader know of a supplier of the older-diameter lamps of this voltage and wattage, please?

The nine compartment Metropolitan coach has had filler and paint attention to one gutter strip: which in itself sounds a small job - but remember that the gutter strip extends the full length of the coach and that "paint" means primer, then undercoat, then topcoat.

The First Class Met continues steadily, with recent attention to the gutter strips (with the same comments as above.), to doors, exterior trim, and (imminently) to draft excluding strips. Due to the "visiting coach" (see below), it has been moved for a few months to the Railway's Oxenhope Museum Shed.

Two of the Metropolitan coaches - the nine-compartment Third and the Brake - are expected to form the Worth Valley Railway's "Vintage Trains" planned for Sundays 12th April, 10th and 17th May (and also possibly in the Autumn, but as yet with only Sunday 4th October noted as a likely date). Bahamas

Locomotive Society's "Coal Tank" will probably be the locomotive used for these.

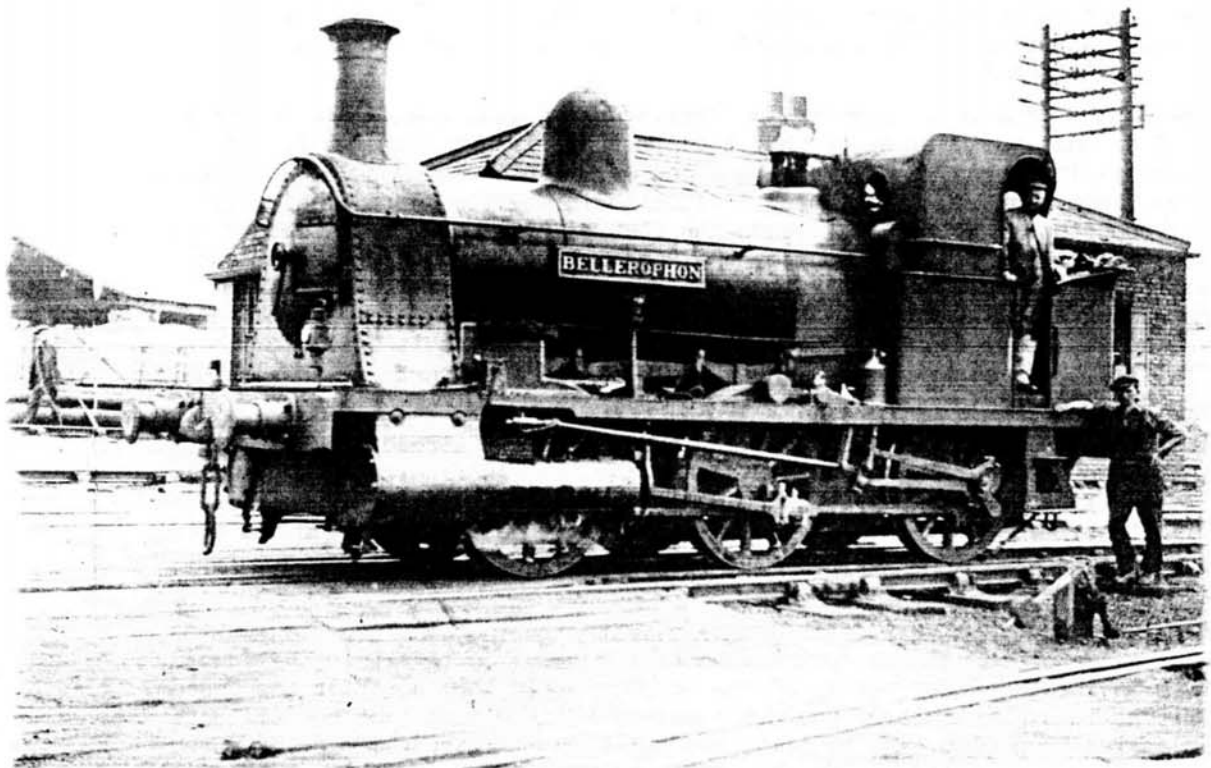
The same combination is also likely to be in use for a Keighley/Ingrow shuttle service over the Railway's Spring Enthusiasts' Weekend, which is to be held on April 4th and 5th.

A further event in the near future is a private hiring, on Sunday 16th February, of the North Eastern Railway Inspection Saloon 1661, now owned jointly by Mr John Dawson and Mr Chris Lawson (incidentally, both are VCT Members). This coach was built in 1871 as a six-wheeled vehicle, lengthened and put on a new bogie underframe in 1904, and modernised in 1934. To ease the shunting necessary for this event, and with possible further use of this Saloon in mind at least for the "125" celebrations, this coach has now been brought to our Ingrow Museum and will be on display there as a "Visiting Coach" for at least a few months. One task on this coach which has already come our way is the fitting of new batteries - some of those previously in position dated back to 1974, and all were well and truly life-expired.

An innovation for this year's Spring Enthusiasts' Weekend is a Railwayana Auction, to be held on the Saturday (4th April) in the late afternoon or early evening. This is at the suggestion of Robin Higgins (the Trust's President), the idea being that people might like to donate items of railwayana to be auctioned for the benefit of specific causes (eg: 80002, 43924, the WD project, VCT, L&YRPS, Standard 4, BLS). If you would like to do just this, please contact Robin Higgins or Tim Hanson. Either can often be found in Haworth Yard at weekends: or you may ring Tim on Haworth (0535) 642411 (daytime).

"Sir Berkeley" continues to progress and is now very nearly complete. A steam test on 12th January confirmed the effectiveness of the steam brake and that the valve timings were very nearly correct - but also showed that the "new" vacuum ejector was not effective in this application. A replacement for this should be available very shortly: success here should virtually complete the locomotive's restoration. All being well, "Sir Berkeley" should spend much of the Summer at British Steel, Scunthorpe, with very similar duties to that undertaken there last year by "Bellerophon". We should of course much like to see "Sir Berkeley" in operation on the Worth Valley Railway - there are however problems in finding suitable duties for this small locomotive, and also suitable paths in the Railway's Timetable.

The photograph opposite was sent by Mrs I G Burgess of Ferndown, Dorset. It was taken at Haydock on 18th July 1935, and shows Mrs Burgess's late father, Mr Jack Johnson, standing at ground level. Mrs Burgess writes: "My father worked for Richard Evans & Co Ltd; he started as a brakeman, & then fireman, & eventually an engine driver. He worked there until he retired, & I'm sorry to say passed away 10 years ago. my husband remembers my father taking him to visit the engine shed to see "Bellerophon" & all the other engines."



Most Members will be aware that "Bellerophon" had to be stopped immediately after the occasion of the Glider Pilot Regimental Association plaque presentation on 20th October last. There were two problems. Firstly, the flange of the right hand leading wheel had worn below an acceptable limit. Secondly, the tubes had failed - with what turned out to be electrolytic corrosion at the point where the (steel) tubes entered the (copper) tubeplate: there was also extensive oxygen pitting corrosion on the water side of the tubes. Potentially of much more consequence was limited "quilting" within the firebox, giving cause for concern about the thickness of the copper just there. We were fortunate that Mr Ian Stocks, the Insurance Inspector, was able to look at "Bellerophon"'s boiler within quite a short timescale, and are very pleased (and relieved.) to report that he is satisfied with the boiler and is allowing us to replace the tubes for use until the "ten year boiler lift" renewal and examination, which is due in May 1994. In particular, his electronic thickness detector showed that the thickness of the metal in the quilted area was quite acceptable. Some work will be needed with the boiler after the May 1994 deadline: doubtless this quilted area will be further considered at that time.

In the meantime, we are making every endeavour to speedily and correctly complete the work required on the locomotive. Tubes are on order, and we

are negotiating with Boothams of York for a price for the work now needed on the wheelsets. We are hopeful that with the interest and cooperation of many people "Bellerophon" will be ready in time to be available to the Railway for "Enthusiasts' Weekend" (4th/5th March) and then is likely to spend the Summer in the South West of the country. Watch this space for further information.

Inevitably, the work necessary on "Bellerophon" will cost money. Members will be only too well aware that the Trust still owes rather a lot of money to repay the loans kindly made to allow us to build our Museum. Obviously, these repayments must take priority: which is why you are now being given the opportunity to donate towards the cost of this work on "Bellerophon". You will find enclosed a copy of the Appeal Leaflet which was circulated with the Railway's quarterly magazine "Push and Pull". Could you now consider carefully if you are able to support this work, and if so could you please complete and return this leaflet as soon as is possible? "Bellerophon" remains one of the "flagships" of the Trust: if you can help, would you please do so?

(We take the opportunity of thanking those who have already contributed - including Members of the K&WVRPS and of the Gloucestershire & Warwickshire Steam Railway, who kindly allowed us to circulate a similar Appeal leaflet with their magazine. At the time of writing, donations received now total a much-appreciated £1,553: can you help build this Fund towards a target £3,000, please?)

Our Shops continue very satisfactorily, with trading at a good level. As always, we would welcome further Members prepared to take the occasional turn in looking after either of the Shops - or in looking after the Museum. Neither is a particularly onerous task: so, if you feel that you are able to assist here from time to time, why not give it a try? It can be a very pleasant way to spend an occasional Saturday or Sunday - if you are interested, please ask at either of the Shops or at the Museum or write to: VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

We are reminded that not all Members will be aware of our "own publications". These are: "'Bellerophon', Haydock to Haworth", by our Vice President Vernon Smallwood, telling the full story of "Bellerophon" (£2.40); and "Midland Railway Locomotive Album 1880-1910", compiled by our President Robin Higgins, using photographs from the collection of the late J H Wright (£1.95). A relatively recent publication is Martin Bairstow's most interesting book "The Keighley & Worth Valley Railway: A Guide and History" (which includes a chapter about the history and present-day scope of this Trust, written by the VCT Secretary), the price of this being £6.95. Any of these publications may be obtained at either of our Shops or at the Museum, or by post (in which case please add an adequate sum to cover postage). We are of course always pleased to look out for any books and in particular back numbers of magazines you are seeking. Mike Harris looks after this "Magazine Search" service and would be pleased to receive your "wants" list. Write to him c/o our Transport Relics Shop, 5 Mill Hey, Haworth, Keighley, West Yorkshire BD22 8NQ: or, using the newly-installed telephone at our Haworth Shop, ring Haworth (0535) 647307 (between 12 noon and 5 pm, Saturdays and Sundays).

Incidentally, the Museum also is on the 'phone: the number is Keighley (0535) 680425.



Haworth: 20th
October 1991.
Lt Col Nicholls
(Chairman, Glider
Pilot Regimental
Association) and
Chris Smyth
(Chairman, VCT)
"reflect" on the
just-presented
plaque.
Photo: Ken Turner

And now, the standard "reminders":

Firstly: the Worth Valley Railway now allows a fifty per cent discount on the Worth Valley fares to anyone showing a valid VCT Membership Card - but please remember that (as for all similar concessions) this applies for "normal" travel and may be withdrawn on such special occasions as Enthusiasts' Weekend and the Santa trains:

Secondly: our regular series of Working Parties at the Museum on the first Wednesday evening of the month (from about 6 pm) continues, with good success; and we also now hold similar Working Parties on the THIRD SUNDAY OF THE MONTH, at the Museum, from about 11.30 am. There's always plenty for everyone to do, and a high skill level is not required: so why not come

along and join us? We will be pleased to welcome you - and you will find this a quite enjoyable experience. See you then?

Thirdly: black and white photographic prints of relevance to the Trust for possible inclusion in this "Members' Up-Date" are welcomed: these would be gratefully received by your Secretary.

And finally: the customary notice (especially to recently-joined Members) that Members' addresses are kept on computer (to be precise, a cheapo but quite reliable Amstrad PC!!). This is for the Trust's membership records and for quickly and easily printing labels for the Trust's mailings (such as this present Newsletter). No other use is made of this information. If however any Member objects to his or her name being kept on computer in this way, would he please let the Secretary know?

Those of you who do not pay by Bankers' Standing Order or who are not already Life Members will find your Membership Renewal Form enclosed. We intentionally keep the Subscription itself as low as we possibly can: if you are able to enclose a Donation over and above this, we should be delighted to receive this. Could you please help the work of our Membership Secretary by completing and returning this Subscription Renewal Form as soon as is possible - and would you please consider also completing and returning the "Bellerophon" form at the same time?

A copy of the Minutes of the recent Annual Meeting is also enclosed. Copies of the Audited Accounts, as presented and accepted at that Meeting, are now available on request: send a large stamped and addressed envelope to the Secretary, c/o Haworth Station.

Also enclosed is a copy of our new leaflet. Please don't hesitate to use this to give to a friend. If you would like further copies, please collect them from either Shop or from the Museum when you next visit, or ask the Secretary to post them to you. If you are willing to distribute a bundle of these at regular intervals throughout the year to your local Tourist Information Centre (or Library, or Preserved Railway, or Model Railway Club etc etc), please contact the Secretary or call in at either Shop or at the Museum for a suitable supply: but, to avoid duplication, would you please state clearly where you will be delivering these?

We have also available a "Party leaflet", which gives details of the reduced charges available to parties visiting our Museum. If you know someone who organises parties, please ask the Secretary to send you one or more copies of this. Special openings during "shut" days, or special evening openings, can usually be arranged, given a few days' notice. Incidentally, we find that the two ends of the age spectrum especially enjoy the Museum as Visitors - school children (as "history") and senior citizens (as "nostalgia") are amongst the keenest of our visitors. Again, the Secretary would be pleased to hear from you if you know of a group that might like to visit the Museum.

We look forward to a full, active and happy season for 1992. Thank you for your continued support.

Michael Cope: Hon Secretary, VCT 17 January 1992