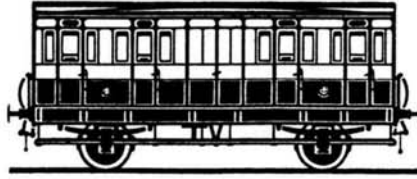


# VINTAGE CARRIAGES TRUST



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.

**The Trust sends all its Members Christmas Greetings -  
and may 1993 be a good year!**

**VCT Members' Up-Date: November 1992.**



Once again, the Trust continues to make steady and positive progress. Some of the achievements are noted below - also in our Chairman's Annual Report, printed as an Addendum to the Minutes of the Annual Meeting (held earlier this month) and which you should find enclosed with this Newsletter. You will find news of significant projects - in particular, our Museum Extension plans and our intended acquisition of a further coach.

Turning first to the **Extension**. You will recall that we had planned to extend both tracks of the Museum rearward as far as is possible - which is just over a hundred feet - to give further covered space for our Collection. Also, we had planned to extend sideways, with a "lean to" the full length of the building on the Haggas Mill side to allow much needed storage space (of which we have absolutely none at present) and into which we would include toilets etc to replace the present transportable unit module. Gaining some storage space is crucial to us - at present having none is a very real handicap to our continuing restoration and conservation programme. Eliminating the toilet module would also usefully increase the usable space within the Museum. As part of the overall scheme, we would enlarge and improve the entrance to make a much more effective area available to welcome and give an introduction to the Museum. This would also accommodate an enlarged Sales area. All this is shown on the enclosed sheet, which is taken from (and reduced from) one of our Architect's drawings.

We **can** go ahead with the sideways extension - indeed, we **must** go ahead with the sideways Extension: and **with your help**, we **are going ahead** with the sideways Extension! Our Architect's figure for the estimated cost of this sideways Extension comes to **£63,200**, which itself is a daunting figure. However, your Committee feels that this Extension is attainable - by the nature of the Project, possibly in more than one stage, which will greatly help its financing. One important addition to the plans as outlined above is that we will add a roller shutter in the rear wall of the present building to allow the track nearer the Railway to be extended through this shutter to the land behind the Building, giving a further one hundred feet or so on which we can locate (for example) the two oil tank wagons and any longer-term restoration projects.

As mentioned in the last few Newsletters, we should be delighted if you are able to assist your Trust with this Project. We have made a Grant Application to the Museums & Galleries Commission - who helped us very substantially with the present building - and will be making at least one further Grant Application in the near future. However, as applied when we built the present Museum, the main support will need to come from **us**, the **Members of the Trust**. The time has now come to ask for you **now** to send your contribution (whether as a Donation or as an interest-free Loan) either to me, Michael Cope, Secretary, Vintage Carriages Trust, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. There is a form enclosed with this Newsletter, which you may like to use - I look forward to hearing from you!

As far as the rearward Extension is concerned, we have two significant problems. These are practical, and financial. The practical problems are centred around the Keighley High Level Sewer and its associated works. This sewer serves much of the Worth Valley, and on its way down the Valley passes between our Museum building and the main line of the Railway. Associated with it is a large underground tank, beside and immediately behind our Museum building: there is also an overflow pipe which crosses diagonally to discharge into Gingerbread Clough, which is the stream (partially culverted) at the Northern boundary of the site. Problems have arisen because the two Authorities concerned are reluctant to see any structure within three metres of this tank, or any building above the overflow pipe. This matter still very much under discussion, with a good chance of a mutually acceptable solution being achieved - the discussion is centred around the actual use of the tank and the equipment in it, problems of access to it whether or not our Extension is present, and that the floor of our Museum Extension would be far removed from that of a conventional building. All is not lost: we will keep you informed as this matter develops!

The second problem is that of finance. The key phrase here is: "**one hundred and thirty thousand pounds**". This is our Architect's figure for the estimated cost of the rearward Extension. This, together with the present uncertainty concerning the High Level Sewer and its works, has meant that your Committee has reluctantly put the rearward Extension "on hold" for the moment. We can - indeed, we must - concentrate our resources on the sideways extension (and the roller shutter).

### **"New" coach for VCT** **- with your help!**

The other major recent development is our likely acquisition of Great Northern Railway Lavatory Brake Composite coach 2856. This will nicely complement and make an interesting comparison with our Great Northern six-wheeler coach, showing as it does significant progress in coach design over only a fairly short period (coach 2856 was built in Doncaster in 1898, and is so only ten years younger than our six-wheeler). Transfer from the present owning Group is yet to be finalised, but at the time of writing it seems highly likely that this interesting coach will be moved to Ingrow under VCT ownership in the fairly near future. We must give especial thanks to the Worth Valley Railway's Council for kindly giving permission for this coach to come to the Railway. A brief history of Coach 2856 (as described in the North Yorkshire Moors Railway Stockbook and elsewhere) is that it was built as a non-vestibuled composite lavatory brake, of



body length 45'. There are four compartments (two First Class, two Third), two toilets (one to each First Class compartment), and a brake compartment having two guard's duckets. The underframe is of wood with a steel flitch plate on the outside of each solebar. The bogies have eight foot centres with pressed steel frames, oil axleboxes and Mansell wheels with woodblock (teak) centres.

When the LNER took the coach into stock in 1923 it received the number prefix 4 to denote that it was allocated to the Great Northern area. It was withdrawn from passenger traffic in November 1949 and in October 1950 it was converted at the Walkergate Carriage and Wagon Works for the use of Messrs Parsons of Heaton, Newcastle as a Riding Van to accompany out of gauge loads. It was last used in this capacity in 1963, when the last railborne load was transported from Heaton to Abergeldy Power Station in Wales. It then stood idle in Heaton Yard until December 1970, when it was moved to Simonside. It was purchased by the Newcastle Coach Group in August 1971 and after spending two years in Heaton Motive Power Depot it arrived at Grosmont on the North Yorks Moors Railway in 1973. Unfortunately, space restrictions on the NYMR have meant that for many years this coach has been on a siding near to High Mill Crossing immediately adjacent to the NYMR running line with the result that the owning Group has been able to do only very little work on the coach, other than annual inspection and lubrication of the bearings and to check the status of the waterproof sheet covering the vehicle. It looks as if this coach hasn't turned a wheel in the last fifteen years; and its condition is virtually unaltered since 1963! Structurally the coach seems in quite good order, with the interior modified only in that the seating and one toilet has been removed and doorways cut in the bulkheads to allow internal access from one end of the coach to the other. As well as attending to basic waterproofing, the owning Group (the GN Coach Group of the NYMR) has however

been able to find sufficient teak to replace most (if not all) of the exterior panelling and have sufficient GN doors and miscellaneous bits and pieces to mean that our longer-term restoration of this coach will have a quite good "flying start". They also have available sufficient gas lamps and fittings to reproduce the original lighting of this coach - it was never lit by electricity, and the original gas cylinders are still in position on the underframe. Our President, Robin Higgins - doubtless having in mind the excellent work he did many years ago on the exterior of the GN six-wheeler - has volunteered to act as Caretaker for this coach and will of course welcome the assistance of any Interested Persons: please contact him for further information.

The main problem otherwise is the transport cost, which looks as if it will be only just under the £1,000 mark. Please bear in mind that the "Extension" project is *the* priority project; but if you can help in any way towards this (which is likely to be the only significant expenditure for this coach to come to Ingrow), could you please do so, by indicating your contribution on the enclosed form. Your support would be very much appreciated! (In the event of an oversubscription, please indicate if you would prefer your donation not to go instead to the Extension project). This is likely to be the only "new" coach for the Trust for what could be many years: please help us to make its acquisition a successful one, without compromising our Extension project!

### **Other Coach News:**

It is pleasing to be able to report very satisfactory progress all round.

The **First Class Metropolitan Railway coach** is now resplendent in its Metropolitan Railway lined and lettered varnished teak livery, superbly executed by Bob Timmins. If you haven't yet seen it, do call in at our Ingrow Museum for the purpose (remember that it is *free* to Members) - it really does demonstrate just what the Trust is about! The commode handles are expected back any time now, and Bradford Industrial Museum Workshops are about to do work necessary on the door handles. Getting these commode and door handles back on to the coach will virtually complete its external restoration

and mean that its appearance will be still further improved. Bob Timmins' work was financially assisted by the Yorkshire & Humberside Museums Council (as is the work via the Bradford Industrial Museum Workshop): we take the opportunity of expressing our thanks for this much appreciated assistance, without which this work just would not have been possible. Work on the multitude of little "bits and pieces" required to complete the interior of five of the seven compartments continues steadily and positively; currently this is the replacement of draught sealing trim on the interior of the doors - quite a time-absorbing task! The final two compartments will need a great deal more work. This is where the assorted funguses which attacked the coach many years ago, just after it was withdrawn from Worth Valley Railway service, have left these compartments needing much of the walnut trim replacing. There is no especial hurry about this job - but if anyone who has the necessary skills feels like looking at this job, would you please contact me? We have the walnut - but it's still in a rather big tree-shaped plank!

Good progress continues also on the **Bulleid coach**. The ceiling at the one end has been completed, and three toplight frames are in position, with glazing of these now in hand. The interior lights are again operational - powered from a battery charger, and not from the coach's batteries, which are well and truly life expired. A slight set-back is that the transom bars have been found to be in not quite the right position and will need removing and then re-welding - but it's not many projects that don't have slight set-backs from time to time!

Our "**Matchboard**" '**South Eastern & Chatham**' coach remains on the Bluebell Railway, with its return expected during or before October of this coming year.

As anticipated in the last issue of this Newsletter, our **Manchester, Sheffield & Lincolnshire Railway coach** moved on hire to the Museum of Science & Industry in Manchester in time to appear on national television on the occasion of the launch of the "Planet" locomotive. It is expected to stay there until the end of May at the latest and hopefully will also earn us some money for possible Sponsorship/Hospitality events at that Museum. In the meantime, Members are reminded that producing their current VCT Membership Card allows free admission to the MSIM whilst this coach is still there. A visit to this Museum is highly recommended, and saving the £3.50 admission fee is a privilege which VCT members may find attractive! (To save his further embarrassment, I won't mention one Working Member, who is also Fat Controller In Residence on Another Railway, who paid his £3.50 and *then* read his last "Newsletter"! A resident of Yorkshire, too!).

The Manchester Museum also enjoyed one of these "slight set-backs". Our coach has of course already visited that Museum; so, when it was offloaded, no problems were anticipated. However, it transpired not only that it had been delivered "the other way round" from its previous visit, but also that the footboards were fractionally wider on the side which hadn't previously seen the platform on the Manchester Museum's demonstration line..... Fortunately, the damage was fairly minor: the Manchester Museum's Workshops will attend to this shortly.

Seemingly, the reproduction "Planet" has as much difficulty in maintaining steam pressure as apparently had quite a number of the very early locomotives. The result is that our MS&L coach is likely be used only rarely on the demonstration trains, which will usually comprise only the Manchester Museum's reproduction coaches - which are within the capabilities of the locomotive. So, if you are able to get to the MSIM and it's a steaming day: you won't necessarily be able to ride in our MS&L coach!

Incidentally, we now have a complete set of oil "pot lamps" for the MS&L. The final one was kindly loaned to us by Worth Valley Member Mr S H Elliot of Orlingbury, near Kettering. It came from the former Alcoy and Gandia Railway in Spain. British influence abroad at that time means that it is virtually indistinguishable from the others we have, which include one original MS&L pot lamp. Some attention to this lamp was necessary, which was by the Bradford Industrial Museum Workshops. They very successfully overcame the problem of replacing the missing glass of this lamp by using a Pyrex pudding basin, from one of the well-known Bradford Department stores - it looks very well!

### VCT Raffle: the Luck of the Editors?



*Photograph: Dennis Parker, A.R.P.S.*

The **Draw** for our Raffle has now taken place, with Martin Bairstow (well known as an Author in his own right: seen centre above, flanked by Jackie and Michael Cope) drawing the winning tickets before a small but interested crowd. The first prize, donated by VCT Member Robert Emblin, was all three editions of O S Nock's book "The Locomotives of Sir Nigel Gresley" - all signed by the Author. This was won by Mr H Martin of Bury. The second prize, donated by "Push and Pull" Editor Dr John Sagar, was a signed copy of his latest book, "Bulleid Pacifics". The raffle ticket which emerged to identify the winner bore the name of .....Dr John Sagar! At this stage the small (but interested) crowd decided that Dr John possibly didn't wish to win a copy of his own book - so, Martin Bairstow is kindly giving John a copy of his new book "The Leeds Huddersfield and Manchester Railway", and the draw was made again. The lucky winner this time was Mr D Webster of Keighley. The third prize, donated by Martin, was a signed copy of his above-mentioned new book and also a signed copy of his "Guide and History of the KWVR": it was won by Mr W Gibbons of Irlam. More excitement followed for the fourth prize, a further signed copy of Martin's "Guide and History" (for which incidentally our President Robin Higgins was a contributor: Robin is also the immediate Past Editor of "Push and Pull"). This was won by: .....Mr Robin Higgins, of Barnoldswick. The small (but quite interested) crowd got more interested; Martin offered for Robin a copy of his forthcoming book "The East Lancashire Railway" (planned for 1993). The crowd decided that this was the way forward, and thanked Martin for this kind gesture: the draw was again made, and Mr C W Forrest of Euxton was declared the fourth prize winner. The Raffle resulted in a very useful cash profit for the Trust. We would like to thank all those who took part and especially Robert Emblin, John Sagar and Martin Bairstow for donating the prizes; Robert for the inspiration and the organisation, and Martin for making this quite fascinating draw!

## **Locomotives.....**

**"Bellerophon"**. Terry and Helen Sykes are continuing steadily with putting the motion back on to the locomotive. The main question remains that of the apparent need to remove the smokebox end tubeplate for examination. Problems here are mainly about where and by whom. It is a job of sufficient size to mean that it can't realistically be done in the Ingrow Museum. We look forward to mutual cooperation with our friends the Bahamas Locomotive Society, as already agreed in outline. Unfortunately, they are not as yet sufficiently close to having their workshop facilities "up and running" for us to be able to discuss with them the practicability of fitting the necessary work on "Bellerophon" into their own work programme. This leaves as the remaining options doing this work in the open at Ingrow, or at Haworth. There are problems involved with either of these. So, we are left with a frustrating situation. Following the support of a great number of Trust Members and of friends, and a great deal of work in particular by Terry and Helen Sykes, the wheelsets are now in good order: we have the necessary new tubes: but we are not able to proceed very far very usefully until this tubeplate difficulty is resolved. The matter is under active discussion: so, once again, it's a question of "watch this space".

Whilst talking of "Bellerophon": Trust Vice President Vernon Smallwood has prepared a fascinating map showing the colliery and other railways in the Haydock area over which "Bellerophon" once worked. This is on display in our Ingrow Museum, where it is well worth seeking out. Vernon would be happy to prepare similar framed maps for anyone interested - please contact Vernon either direct or via VCT, c/o Haworth Station.

### **Eric Blake**



*Eric Blake (right) with Terry Sykes and the late Mick Todd on the occasion of Bellerophon's first steaming at Haworth. John Sagar*

We were all saddened to hear of the death in July of one of our working Members, Eric Blake of Shipley. Eric joined the Railway to assist with the restoration of *Bellerophon* and took great pride in the locomotive. The Railway was represented by several Members at the funeral and to Eric's wife and family we extend our deepest sympathies. Eric was one of nature's gentlemen and we shall miss him enormously.

*Reproduced from "Push and Pull" for Winter 1992/3, by kind permission*

On the day of our Annual Meeting (7th November), "**Sir Berkeley**" travelled under his (or possibly her) own steam to Haworth for a boiler washout and for the Annual Examination. John Reddyhoff and Eric Wright were in charge for the occasion, and were reported as having had a most enjoyable day. No major items requiring attention have as yet been reported.

"Sir Berkeley" has no bookings organised for this coming Summer. If any Member knows of any Railway or Steam Centre which might wish to hire this locomotive over part of this coming year, would you please contact Philip Walton about this, c/o VCT, Haworth Station?

## **Cattle Wagon**

The Trust's collection has recently been augmented by a cattle wagon body. This represents a long term project - possibly a *very* long term project! It's not so long ago that cattle wagons were a very common and an integral part of the British Railway scene. We know of the one at the National Railway Museum, but of no others. Possibly there are a number in various states of preservation elsewhere in the country - does any reader have information about these, please? The timber of our own cattle wagon body was definitely life-expired, and so has been carefully recorded and measured before removal. This will allow one corroded bottom rail to be renewed and the framing then to be painted so that it can be put on one side until we have funds (and an underframe) to proceed further. This isn't expected to happen for some time yet! The Trust has the offer of the underframe of the third of the oil tank wagons for disposal by the Railway. This would not give full authenticity and dimensionally is not quite correct, although minor modifications could readily be made to allow the body to sit reasonably well on to the underframe. We have however information about what could be authentic cattle wagon underframes lying near Gloucester, and should be pleased to hear from any Member living sufficiently close to Gloucester to find out a little more about these. If correctly reported, and if available at a reasonable price, they would allow the authenticity to which we should strive - even for something once so common as a railway cattle wagon! If anyone can follow this up, would they please contact me, c/o Haworth Station?

The **Scammell mechanical horse** (on loan from Messrs Tate and Lyle) has progressed usefully recently. Paul Whitfield has now managed to locate a spare engine. Despite a cracked block (which we knew about) and the cylinders being of a different bore (which we didn't), the camshaft and cam followers are in good order. Having these should mean that the tractor unit hopefully will be mobile again in the next few weeks and all being well should be seen at Ingrow from time to time over this coming year. Again, "mechanical horses" were very much part of the Railway scene, and we look forward to being able in this way to help recreate this scene. Incidentally, there appear to be a great many more Scammells (and Scarabs, and other similar vehicles) around than there are of cattle wagons!

## **Ingrow Carriage Museum**

The Museum continues to welcome an increasing number of visitors. These totalled 9,572 up to the end of October, which compares with 8,753. Most of this increase was in early Summer, with some falling off in the Autumn. However, this remains a creditable achievement and bodes well for the future of our Ingrow Museum. Perhaps more importantly, our visitors do seem to include a very high proportion of *satisfied* visitors, and we have been pleased to receive some quite glowing compliments. We have recently obtained via Bradford Public Libraries copies of our leaflet describing the Trust and its work and of our "In Trust" Guide to the Museum, in braille. Also via Bradford Libraries, we have an audio tape of "In Trust" for the benefit of non-braille reading visually handicapped visitors. All we want to know is some means of playing this tape: has anyone a "Walkman" or similar which might be available for the purpose, please?

Again in the Museum, we plan to reduce the height of the central walkways to allow access from the centre into selected coach compartments. As well as improving access for our visitors, this will also allow us to eliminate most of the assorted steps in the outer gangways, giving much less clutter and also improving the appearance of the Museum.

With our "flagship", the MS&L coach, away from the Museum, we have added to the sound presentations, this time as a tape-based system. Courtesy of John Sagar, we now have a large colour print showing the MS&L as part of the Worth Valley's "125" train. A "please pick me up and listen" telephone handset allows our visitors to visualise Victorian travel, with Ralph Povey ("Lord Keighley") and Mrs Mitchell ("The Duchess") in period dress on the photograph. "Nellie the Maid" is not on the

photograph! A further telephone handset gives a "welcome to the Museum" presentation, and "Lord Mayor" now boasts a talking firebox. This is a presentation of a Driver welcoming his very new Fireman and instructing him as to how to light the fire and to deal with other priorities - but the Fireman doesn't even know what a mash can is. "Nay, Lad!" has caused several of those looking after or working in the Museum to look forward to the return of Nellie the maid!

Last, but by no means least: **our Shops**

Malcolm Loukes has agreed to manage both Shops, and we continue to thank all those who are willing to man them. They are our main source of income and as such are very necessary.

Our Shops are noted for their wide range of back copies of railway magazines. Could we remind you that we have a very effective POSTAL SALES SERVICE. So, whatever your needs - hardware, books, magazines, timetables, luggage labels, etc (the list is endless) - please let us know. Write to Postal Sales, VCT, c/o Haworth Station; and Mike Harris will endeavour to help you.

And now: the **Administrative Notices**.

Firstly, the customary Notice in accordance with the Data Protection Act that Members' names and addresses are stored on computer for the sole purposes of the Trust's administration (which includes membership records and printing the mailing labels). Any Member who objects to this information being kept in this way should contact the Secretary, c/o Haworth Station.

Secondly: **membership subscriptions become due on January 1st 1993**. Unless you are a Covenanted, or a Life, Member (or if you have joined since the beginning of October) you will find enclosed with this Newsletter a notice of renewal. (If we've got it wrong - the one way or the other - please accept our apologies: and let us know!) Your early attention to this - today, maybe? - would be appreciated: there is no need to wait until January 1st. If you are able to contribute towards the Building Extension by donation or by loan (or donate towards the costs of getting Great Northern coach 2856 to Ingrow), would you please also use this form for the purpose? Thank you for your continued support.

...and in conclusion: please remember the "**second Wednesday evening of every month**" and the "**third Sunday of every month**" working sessions in the Museum.  
All welcome: jobs for *everyone*, with no special skills essential: wrap up well!

Michael Cope: Hon Secretary, VCT. November 1992.

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