

# VCT News

VINTAGE CARRIAGES TRUST, Haworth Station,  
Haworth, Keighley, Yorkshire, BD22 8NJ.

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Editorial Apologies for delay in getting this issue "out of shops" - I have been involved in the world of miniatures for most of this season, where the main working scale is 'one twelfth', so it is nice to get back to 12" to the foot scale for a while.

The last issue (remember all the snow?) had to be hastily run off on the spirit duplicator due to screen fault developing on the ancestral duplicating gadget: hope this issue will turn out better!

-EGC

VCT Rolling Stock Reference to progress (or otherwise) is made from time to time in the various minutes of committee meetings, but the following summary will doubtless be of interest:

Metropolitan Railway 1st Class, No.509. Progress on this vehicle proceeds quite satisfactorily, but there is a slight delay, as all the window glass will have to be taken out and replaced with safety glass. Also the sealant has failed virtually in every case and needs replacing.

MWC

Metropolitan Railway 2nd, No.465. The outside is complete, and compartments 6 & 9 assembled. Work is progressing on compartments 7 & 8. The vehicle was, in fact, used on a special private train last April (Leyland Vehicles).

MS

Metropolitan Railway Brake 2nd, No.427. Refurbishing work is now being undertaken on this vehicle. L.T. livery will be retained.

Southern Railway "Chatham" coach, No.S3554S. This vehicle has been used on special trains during the season: some matchboards are to be replaced inside (corridor), and it is intended to repaint the coach in the S.R. olive green, fully lined out, during 1983.

MS

BR(S) Bulleid T30 E1469S. A decision regarding the renovation of this coach is likely to be taken at the forthcoming committee meeting on October 23rd.

The Midland Railway 6-wheel coach has been given a protective coat of paint, the G.N.R. 6-wheel coach is looking resplendent in the Exhibition Shed, at Oxenhope. The Manchester, Sheffield and Lincolnshire 4-wheel coach remains at Ingham shed, with quite a bit of work to be done on it yet.

NOTICE OF CONTINUATION OF ADJOURNED ANNUAL GENERAL MEETING

This meeting, adjourned from Saturday July 10th, 1982, will continue at the Globe Hotel, Parkwood Road, Keighley, on SATURDAY OCTOBER 23rd 7.30pm. The following business will be conducted:

1. Apologies for absence.
2. To receive and if thought fit to accept the Audited Accounts and Balance Sheet for the year ending March 31st, 1981.
3. To elect one member of Committee.

M.W.Cope,  
Secretary, V C T,  
25th September, 1982

Note: nominations for the Committee vacancy, duly seconded and bearing the signature of the nominee as willing to stand, should be addressed to the Secretary, c/o Laworth Station, to arrive on or before October 22nd, 1982. In accordance with the Constitution, nominations may be accepted at the meeting only if no nomination has been received before then.

This meeting will be followed immediately by a Committee Meeting, at which ALL ARE WELCOME TO ATTEND and to participate, but only Officers and Committee members may vote. The Agenda for this meeting shall be:

1. Apologies for absence.
2. Minutes of previous meeting.
3. Matters arising therefore not otherwise covered.
4. Financial position and future restoration programme: in particular a decision as to work carried out on Bulleid coach, at Carnforth or elsewhere, and finance available for this coach.

If time permits:

5. Other coaches.
6. Locomotives.
7. Publicity.
8. Newsletter.
9. Covenants.
10. Shop.
11. Any other business.

M.W.Cope,  
Secretary, V C T,  
25th September, 1982

THE V.C.T SHOP is now, as many of you will be aware, the V.C.T. Transport Relics Shop - it is still in the same place, however, and during the season it has enjoyed mixed fortunes, generally satisfactory. Our thanks to all people who have donated cash or goods. Incidentally, we would like to remind V C T members that they are eligible for 12½% members discount on purchases.

We will still welcome offers of assistance, any day of the year, to help in running the shop, and also offers of help in providing dry storage space: this is a very urgent matter and room for even a few boxes will help.

Incidentally, from time to time the shop receives, for sale, numbers of RAILWAY TICKETS, most being pre-nationalisation and many pre-grouping. Would any member desiring to see these, for possible

purchases, please contact the Secretary, c/o Haworth Station. Liaison with, for example, the Transport Ticket Society would also be useful - the object being, of course, to sell these tickets to raise money to finance VCT's coach restoration.

MWC

Appeals for help in one way or another are inevitably a feature of our newsletter, but here is one with a slight difference. It concerns a vehicle, not in Yorkshire, but in rural Buckinghamshire: work at Quainton Road railway preservation centre includes work on a "Chatham" coach - but much older than ours. Their intention is to restore at least the appearance of oil lighting, but they have very little information as to what this looked like, as seen from inside the coach. Can any VCT member help, please? If so, Paul Johnson would be pleased to hear from you. His address is: 86, Station Road

MWC/EC

Where there's a Will.... A recently received cutting from a magazine contained a suggestion that anyone considering drawing up a Will, to prevent loss of valuable materials of transport interest, should consider including the relevant society in any bequests that were in mind. Another one suggested that might consider a financial bequest to help the organisation concerned to continue vital conservation work. (That sentence reads better if you put the word 'one' between 'that' and 'might' - Ed., my mistake!). Doubtless suitable advice in this respect is obtainable from your solicitor.

BELLEROPHON In a recent letter, Vernon Smallwood makes some interesting comments on the locomotive's nameplates: "...The nameplates are certainly replacements, following derailment and falling over on to left side, resulting in smashed nameplate, broken injector mounting on boiler side, broken hand rail supports and badly twisted handrail. Original nameplates were bronze or brass, present ones cast iron (or steel?) cast in mould taken from right hand nameplate.

I witnessed the locomotive being righted and put back on rails (1928) by L M S steam crane from Viaduct works. Connecting and coupling roads removed before being shunted into foundry. A real sorry state she looked on left hand side."

Well, work is proceeding apace to get the loco on the go again, but we still need vital financial support. If you haven't bought your "Bellerophon" 'ticket-to-ride' yet (price £1, including free window-sticker), please give it serious thought: on sale at the VCT shop and the KWVIR sales shops.

AND NOW FOR SOMETHING COMPLETELY DIFFERENT! Well, different to the usual reports, anyway!

"The conversion of old railway vans and coaches into hen huts, holiday bungalows and camping coaches are examples of the fate of withdrawn rolling stock as an alternative to the scrapyards and bonfire. However, two examples of the use of coach bodies as ordinary houses in the Oldham area have come to light.

Some two to three years ago it came to my notice that there were two old coaches in use as a house in Den Lane, Springhead, Oldham, and the owner was wishing to dispose of them in order to build a bungalow on the site. On inspection it was clear that a restoration project would be difficult and expensive because the coaches, which had been joined together to make an L-shaped bungalow

had no underframes and were supported on brick foundations. From their general appearance and size, the coaches had probably been six-wheeled vehicles and identification of the origin of at least one of them was provided by the LNWR coat-of-arms etched in the glass of the cloak-room window. Stamped LNWR initials on hinges and other metal fittings confirmed that both vehicles were ex-LNWR. It was suggested by the owner that they had been part of a Royal Train.

The NRM was not interested in the coaches because of the lack of underframes and wheels. Bearing in mind my involvement with the L&Y brake-third coach, I reluctantly had to turn down the opportunity to obtain one or both of these coaches for preservation and restoration. When the builder was moving on to the site an opportunity came to recover some of the items from the coaches, the main one being the window with the engraved coat-of-arms. The frame had the (running) number 5028 stamped on it and the general arrangement of the windows and doors facilitated the identification of one coach as the only example built to diagram D57. The other coach was not so particularly identified. A minor point of interest was that the original mirror was not marked or engraved LNWR.

Subsequent to this there was an article in the Oldham Chronicle in which the existence of another "coach house" was revealed, not far from the LNWR coaches at Woodbrook Road, Springhead. This proved to be an ex-L&Y 1st class saloon, much vandalised, again on brick foundations. Local enquiries revealed that this had come from Lees Goods Yard in 1935 and had been lived in until very recently. One or two bits were obtained from the wreck, the most valuable being a complete LYR window blind. The colours of the fabric were faded, but at the top where it had been stitched round the roller, the original maroon and cream colour scheme could easily be recognised. From the dimensions, windows, doors and internal wall arrangements it was identified by Barry Lane as one of nine built to diagram 21 in the period 1889-1899 and its running number was probably 9, 11 or 12. Like the LNWR coaches, this coach had been liberally coated with tar or pitch and no traces of external paintwork (L&Y), lining or lettering were discernable. Traces of brown paint were found under the black on two wooden ventilator bonnets which were recovered for preservation. The two-tone brown paint on the internal doors appeared to be original. Although this coach was not on offer for restoration, it would have again been very expensive to move it from its site and without an underframe and wheels would not have been convertible back to a running vehicle".

Glen Foxley.

(Since writing the above, Glen tells us that the coach at Woodbrook Road has been identified as L&Y No. 14, but there is very little of it left now. -Ed.).

And so to bed. In this case, using the printing expression, although the midnight oil is indeed running very low! Hope have enjoyed reading this issue; sorry that it was not possible to get a "Spring/Summer" issue out, but already a Winter issue is being compiled, closing date for contributions is end of December.

EGC