

VCT News

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

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One of the problems all newsletter editors face is getting enough people to write in with news, and inevitably this is more difficult with VCT because most of the news concerns what is happening to our historic collection. As I have mentioned before, members receive copies of the minutes of each committee meeting and the AGM, which contain all this information and much more: this leads to the theory that a newsletter is superfluous, for there is no point in filling it with the same information.

However, there are occasions when something not covered by the minutes needs to be given an airing, or an announcement made, so we presume members are happy to receive an occasional newsletter, even if it does contain information which they have read in the minutes. Or would they prefer a regular newsletter, with summaries of the main items discussed at meetings, rather than copies of the minutes? Your views are sought in this respect so that we can decide on the future format and programme in 1984. Incidentally, if any members are doing any work, or organising events, to help VCT, away from the normal scene (i.e. Haworth, Oxenhope or Keighley), how about dropping a line to the Editor, VCT News, c/o Haworth Station?

Rolling Stock News

The G.N.R. six-wheeler, at present in the Exhibition Shed at Oxenhope, is externally restored but awaits tidying up internally.

Met.Rly. No.427 (brake third) is in service, requiring only minor work from time to time.

Met.Rly No.465 (third) - work now having been done on No.8 compartment, leaves one compartment to do. This will complete the vehicle, which can then return to traffic.

Met.Rly. No.509 (first) - work mainly on roof, filling cracks and sanding to shape. Teak faced marine ply specially made with water-resistant finish, now to hand. All available walnut trim now fitted, leaving two compartments with part trim to make. Glazing has now commenced. Roof covering to hand and will be fitted in near future.

S.R. 'Chatham' coach (S3554S), (brake third) - roof covering removed for replacement, due to cracking of fabric allowing water to penetrate and leak inside. Whilst on with this job new gutters are being made ready for fitting when roof fabric fixed. Jobs projected. New oak matchboard to corridor due to curling of existing boards.

B.R.(Southern) 'Bulleid' (E1469S), (TSO) - virtually all steel panels stripped due to corrosion. 26'x4' new steel panels, Zintex coated courtesy of British Steel Lyspencer at a very economical rate. This should end our rust problems with this vehicle for some considerable time. All timber frames, apart from toilet ends which require some replacement in the bottom half, in excellent condition. Roof is now stripped of canvas, revealing a very sound timber roof - covering now to hand. The first steel panel has now been fitted, requiring some 250 1 $\frac{1}{4}$ x 10 zinc coated brass screws. When all panels have been fitted the internal face will be sprayed with a flame retardant foam to alleviate condensation problems. All timber frame has been liberally coated with woodtreat as a precaution against rot. Six second-hand fibreglass doors have been purchased from Horwich Works and are being renovated. All chrome has been removed and is at present with a company for re-chroming. All internal ply panels, having been badly water damaged, are being replaced with good quality veneered ply. Ceilings are being stripped of old paint and new trim fitted. Main project now is to acquire some moquette of right pattern at a reasonable price. Price for a simple pattern with artwork already done being some £4,750.

M.S.&L. four-wheeler is due shortly to move to Carnforth for Phase One (Structural) restoration.

Our thanks to John Downs for collating the Rolling Stock News and the detailed report on the work involved in restoring the 'Bulleid'.

VCT Officers for 1983/84 were appointed at the AGM in September, including Mr. Sam Jennings as Membership Secretary: Sam is also Covenant Treasurer and in future will handle all subscriptions, covenanted and non-covenanted, and members are reminded to ensure that they indicate which type of subscription is involved when they are re-newing.

Message from the Secretary Members are asked to please enclose a stamp, or a DL or a foolscap size envelope duly stamped, for a reply when writing to any of the Trust's officers. (It seems that about half the envelopes received are too small - Ed.).

Haydock Colliery Railway Most members will know of the efforts of Vernon Smallwood to ensure that 'Bellerophon' achieves maximum publicity: in a note to your editor he has asked if members can check library or archive sources for any details from the press at the time relevant to the race-course branch. The period was 1840-1900. It is understood that the line was originally laid in 1831 by Thomas Legh and when Richard Evans bought Legh's interest in the collieries agreement was made in regard to the continued use of the branch. If anyone does manage to turn anything up, please write to Vernon c/o Haworth Station

'What's in a Name(plate)?' In the Autumn 1982 issue Vernon's comments about 'Bellerophon's' nameplates included note that "...present ones cast iron (or steel?) cast in mould taken from right hand nameplate...", whilst referring to original ones. Richard Greenwood has written to point out that the current (i.e. ex-NCB) plates consist of raised individual brass letters on a steel backing plate with brass beading, so are not cast iron or steel.