

Vintage Carriages Trust

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

VCT MEMBER'S UP-DATE: JUNE 1990

Yes: it's only eight weeks or so since the last issue of our "Up-Date": but we have been given the opportunity of what promises to be a very pleasant tour, by rail and probably steam-hauled, round British Steel's Scunthorpe Steelworks. This is in only a fortnight's time and so requires your immediate action if you wish to participate - read on for further details.

In the meantime: let's consider just what we have achieved over the last twelve months or so. At a quick count, this includes:

- first and foremost, the completion of our new "Ingrow Shed", together with:
 - its successful opening and operation as Ingrow Railway Carriage Museum:
 - the purchase of "Lord Mayor", so ending a very long period of uncertainty as to its future (details below):
 - the spectacular progress with our "Chatham" coach, very largely thanks to the kind assistance of British Steel at Scunthorpe, and which has converted a "red-carded" unuseable coach (in outside storage) to its present outstanding condition, needing only the full repainting (planned for late July or August) before again being a coach of which we may be justifiably proud:
 - similar spectacular progress with the Metropolitan Brake coach. This coach (again, in outside storage) was completely unuseable - the damoness meant that we couldn't even open the doors - and had reached the "tatty" stage. Again thanks to the much-appreciated help of British Steel at Scunthorpe this is again a useable (and actively is use.) and very presentable coach (complete with carpets.) of which we can again be proud:
 - purchase (from the Railway, for one penny) and restoration (now well in hand, at a cost about fifty thousand times that of its purchase) of the "Esso" oil tank wagon No 1854:
 - the appearance in the Railway's "Railway Children" anniversary special trains of the nine-compartment Metropolitan Railway coach: this was the only coach of those used in the original filming, now 25 years ago, to be used in this anniversary celebration:
 - and, since then, the completion of this coach (other than a number of minor tasks - detail painting and varnishing, completion of luggage racks and the like: volunteers, please?), with the assistance of a grant from the Yorkshire & Humberside Museums Council. This coach now has all nine compartments as fully useable compartments and is indeed a coach to be proud of:

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Association of Railway Preservation Societies.

Yorkshire and Humberside Museums Council, Yorkshire and Humberside Tourist Board.

and:

- the highly successful appearances of "Bellerophon" at the new venture at Padiham (which produced a pleasing display of competence and professionalism at a project which otherwise is very much in the early stages): at the Swanage Railway (which visit included television coverage): and now at the Bluebell Railway. It is of course very much part of the Trust's philosophy that our rolling stock be seen and (where possible) used by members of the general public, so these "journeyings afar" are particularly pleasing.

Doubtless there are other aspects of the Trust's work which should have been mentioned here. Further items which deserve such a mention must include the continued very successful operation of our Haworth Shop, with (we understand) work imminently in hand to restore our Keighley Shop to full operation - this has been a victim of the Keighley platform works and its aftermath: work on "Sir Berkeley", now again under way: and (at last.) real progress with the First Class Metropolitan Railway coach.

All this has taken its toll on the financial resources of the Trust. We must again thank those who have contributed in any way to the successful completion of the Museum building, also to the successful "Chatham bogies" project and its "follow on" project of repainting this coach, now actively in hand. Sadly, this has as background an overspend on our building costs coupled with a significant fall in income due to the Keighley platform problems and their effect on our Keighley Shop. As you will see from Chris Smyth's letter (enclosed) this means that we do indeed have a Slight Financial Difficulty at the present time. If you can help in any way here, could you please do so - now? Supporting the Trust in the way he suggests is certainly the way in which any help you may be able to give would be the most useful. However, if you would prefer to support specific restoration projects: those involving significant expenditure and which are currently in hand (which we do not wish to stop - as Chris says, the ongoing restoration programme is the lifeblood of the Trust) are: completion of the "Esso" tank wagon repaint: completion of the "Chatham" repaint: and getting "Sir Berkeley" operating once more. If you would like to support any of these projects (possibly as well as the major request, which is that concerning the Carriage Museum), please contact Michael Cooe c/o Haworth Station or at the Museum (telephone: 0535-680425) or on his home number of 0535-46472 for further details. Obviously, any help you can give in any of these directions would be extremely welcome.

We also have a (short term) Slight Problem on the restoration front. This is with the repainting of the Chatham coach, where we need to strip off all the existing paint and put on a coat of wood primer before Bob Timmins starts his work. This is a BIG coach and this is therefore a BIG project. As time presses, we are holding WORK PARTIES in the Museum for the purpose on TUESDAY evenings July 10th, 17th and 24th, from about 6.30 pm. If you live within a reasonable distance of Ingrow: if you are happy with a hot air paint gun, or Mitromors, or sand paper, or with wood primer and a brush: please join us on any of these evenings - you would be very welcome, and would greatly help get over this short-term difficulty.

In addition to the above, we intend holding a regular WORKING PARTY IN INGROW MUSEUM ON THE FIRST WEDNESDAY OF EACH MONTH, again from about 6.30 pm. You would be very welcome to join us: once we have got over the "Chatham panic", there's still plenty to be done, with scope for everyone - whether it's cleaning, or polishing, or painting, or varnishing, or woodwork, or electrical work, or whatever..... So: please note: the first Wednesday of each month, Ingrow Museum, from about 6.30 pm. If you can come, please don't hesitate to do so.

And now: the Scunthorpe visit. This is British Steel Scunthorpe saying a further "thank you" to the Trust (and to the Railway) for the use of the Trust's MS&L and Chatham coaches for their Centenary celebrations and for the subsequent use of the Metropolitan Brake coach for taking their own personnel and also school parties around the Steeworks. This is a tour of the Steelworks, in our Metropolitan coach, probably steam hauled. The date is Saturday 14th July. The meeting point is British Steel Scunthorpe's Administrative Block, and the time is 10.45 am, with the tour itself starting at 11 am. We understand that refreshments will be available. VCT Members and Members' spouses are invited to take part (gratis: courtesy of British Steel). The restrictions are: sorry, no children, and no photography within the Steelworks: and prior reservation is required. This prior reservation is on a "first come first served" basis, and is by contacting Miss Julie Carter at Haworth Station, preferably by telephoning during normal office hours: the number is 0535-45214. This tour is highly recommended, in terms of both Railway and Steelmaking interest, and should not be missed. Please note that this invitation has been extended also to North Valley Railway working members: although a number of places has been provisionally reserved for VCT Members, you need to act now if you wish to take part in this visit.

As briefly noted above, the Trust is now the owner of the locomotive "Lord Mayor". This brings the undisputed ownership of the locomotive under the North Valley "umbrella" and represents the amicable conclusion of many years of negotiation. "Lord Mayor" is now on display at the Ingrow Museum. There are no plans for immediate restoration to running order, the reasons for this including our desire to have "Sir Berkeley" in working order ready for his/her Centenary next year. Hopefully however finance and other considerations will allow "Lord Mayor" to steam for his (or again her) Centenary in 1993. Lovers of useless statistics will note that the combined age of our three small interesting locomotives now totals no less than 312 years.

All in all, as you will read from the above, the Trust is very much "Alive and Kicking". Thank you all for your continued support, financial and practical, which makes this all possible.

Michael Cope
Hon Secretary, VCT
28 June 1990