

# Vintage Carriages Trust

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

## VCT MEMBER'S UP-DATE: MAY 1990

It's been a very eventful twelve weeks for the Trust since the last issue (25 January) of the "VCT Up-Date". These few weeks have included opening the Ingrow Carriage Museum to the (admission-paying) public: news of the Dinting Railway Society moving to the "old" stone and wood Shed in Ingrow Yard: three of our coaches helping British Steel celebrate its Centenary of Steelmaking at Scunthorpe, and with British Steel doing a great deal of work on the Chatham coach: more grants awarded to the Trust: and news of "Bellerophon"'s travels this Summer.

Perhaps the most important of these to the long-term future of the Trust is the opening of the Ingrow Carriage Museum. This is very much at the development stage: but that which we now have on display seems to be well appreciated by the visiting public. The coaches on display at present comprise: the First Class Met, the Midland and the GN sixwheelers, the nine compartment Met, the MS&L fourwheeler (in its GCR livery) and the Chatham coach. A central walkway and other access steps (kindly loaned by the National Railway Museum, together with a number of display boards) mean that our customers can get close to the coaches and inside three of them (a compartment each of the MS&L and the nine-compartment Met, and the whole of the Chatham coach) - which goes down very well with our visitors. We now have an "audio ambience", shortly to be followed by the several short sound presentations making up the "Travellers' Tales" as on our publicity leaflets: again, this should help greatly with the appreciation and enjoyment of our visiting (and admission paying) visitors. Also, we now have a level access track between the setts of Ingrow Yard and our Museum: perhaps slightly undulating, but a major step forward from the "assault course" which applied previously. Of course, the "Museum" aspect is only part of the overall reason for the overall project: the main reasons remain to provide a roof for our collection, to assure its long-term future; and to allow work to proceed towards the full restoration and conservation of the collection.

As most Members will have heard, following the need to move from their present site at Dinting, the Bahamas Locomotive Society is moving to the Worth Valley Railway. We understand that "Bahamas" and the "coal tank" are likely to be based at Haworth, with the "Bahamas" support coach at Oxenhope - and the "old" stone and wood shed at Ingrow will be used by BLS as a workshop and museum. At the time of writing, it is not known what stock will come to Ingrow: this may however include some of that Society's industrial locomotives, a Midland tank wagon, a Midland goods wagon and a "Queen Mary" bogie brake van. Your Committee discussed the (then) proposed move at a special meeting, and produced a short Paper intended to assist the Railway's Working Party looking into the overall project. We (as I am sure do all Members) welcome this move, and look forward to a long and fruitful cooperation between our two bodies at the Ingrow site. Hopefully discussions in the near future will consider such matters as a coordinated approach to the "Museum" aspects, possibly including a single charge for the two enterprises: we feel that this approach could be commercially much

Member of: Association of Independent Museums, Transport Trust  
Association of Railway Preservation Societies,  
Yorkshire and Humberside Museums Council, Yorkshire and Humberside Tourist Board.

sounder, and much more attractive to the (paying) public, than two separate charges.

At rather short notice, the Chatham and the MS&L coaches were transported by road to British Steel Scunthorpe. This was to assist in the celebration of the Centenary of Steemaking at Scunthorpe: for the main week of celebrations (19th to 23rd March) these two coaches conveyed distinguished visitors round the steelworks, steam hauled by the Rutland Railway Museum's Andrew Barclay 0-6-0ST "Salmon" of 1942, repainted to Appleby-Frodingham's colours and renumbered No. 15 for the occasion. These tours we understand were much enjoyed by all those involved. The MS&L stayed at Scunthorpe only for that week. However, before returning the Chatham to us and in exchange for the loan of the coach (there was a very nominal fee for their use of the MS&L), British Steel very kindly carried out the "bogie exchange" for us (so helping us very considerably - the Railway has no working crane at present). In so doing, they carried out a major renovation of the bogies, also painting the underframes, attending to a number of outstanding minor joinery items (including reglazing the surviving perspex droplights) and rewiring the electrics between the generator, the battery and the regulator box. Certainly this has been of very great assistance to the Trust, and we are very grateful to British Steel for their help in this way - a very happy example of a small Trust and a very large Company being able to assist each other to their mutual benefit. The Trust's repeated thanks are of course also due to those who so kindly gave towards the actual purchase (and transport) of the bogies: without their help, the whole project would not have been possible and the Chatham coach would have remained unavailable for even occasional use on the Railway.

The Chatham coach returned by road to Oxenhope on Good Friday - at 7.15 am. Not without (minor) incident, it was offloaded and safely back to its place in Ingrow Museum by the end of that day. Immediately before this, the Third Class Met Brake set off for Scunthorpe (again by road: does 70 mph represent its highest speed to date?). This, again steam-hauled by the Rutland Railway Society's locomotive, will provide similar tours round the Steelworks over the course of the Summer, but this time for the benefit of school parties and Steelworks staff: again, very considerable interest has been reported.

"Bellerophon"'s recent activities include use in the Ingrow/Keighley shuttle over the Worth Valley Railway Enthusiasts' Weekend, and the very dormant one of being Reserve Engine - or, more accurately, half a Reserve Engine, with the USA Tank No 72 - over the Easter running period. The locomotive will almost certainly spend time at Padiham Power Station from 22nd May to 12th June. Here, "Bellerophon" will be contributing to the first stages of the proposed "World of Power" development around (and possibly later within) that power station. "Bellerophon" will then go on to spend the rest of the Summer on the Bluebell Railway. This will be with duties primarily on the Extension: provisional dates for this are from 1st July to 17th September. There is a possibility that "Bellerophon" will return to Haworth via the Middleton Railway's Gala on 23rd September: but this is by no means certain and is very much dependent on finding assistance towards the extra transport costs involved.

Further news about Grants etc: we were pleased to hear from Esso plc that they are going to send us the primer and topcoat paints required for the Esso oil tank wagon No. 1854. This is much appreciated: and will allow Alan Moulson to proceed with the necessary repainting in the very near future. Also, we were successful in our applications to the Yorkshire & Humberside Museums Council for Grants towards completing the work on the First Class Metropolitan Railway coach and for repainting the Chatham coach. Following considerable debate, and discussion with the Museums Council's Director, this will be to the crimson lake livery of the South Eastern & Chatham Railway. Mr Bob Timmins (who did such a superb job on the MS&L coach (in its GCR livery) will be dealing with this repaint in the latter half of the Summer. Again, our thanks to the Museums Council for again supporting us: this helps restoration work enormously. (These Grants are, as always, 43 per cent Grants: we have to find the other 57 per cent. If you would like to help by way of donation towards these projects, this would be very much appreciated!).

On the coach restoration front: now we have very good working conditions at Ingrow - complete with provided kettle, coffee, tea, sugar, powder milk and other necessities of restoration life - could you please consider calling in to do at least some work on the coaches: there's plenty to go at? If you are interested in even occasional work here, please contact Michael Cope either on Haworth (0535) 46472 (home) or Keighley (0535) 680425 (Ingrow Carriage Museum): or at the Museum itself? There is no need for previous experience here (if you are a competent joiner or painter, this would help - but this is not essential!): what is actually needed is willing hands - have you one (or more), please? Already we have regular volunteers in Frank Brown, Roy Stennett and Terry Jackson (and Michael and Jackie Cope). We have been told (quite correctly) that we have a "lovely little Museum" to work in - do come and join us. (Incidentally, the paved area at the front is a good sun trap from which on a nice day we can take lunch outside and watch the trains go by: what greater luxury can we want?).

Following on the above: we would much like to reintroduce the "Caretaker" system for our coaches. In this, one person takes the overall responsibility for the welfare of a particular coach - including its restoration and its presentation. This could be very much a working responsibility, or an administrative one, depending on the particular circumstance of the coach (and of the Caretaker). If you are interested in a Coach Caretakership, would you please contact Michael Cope as soon as is possible?

A Message from our Treasurer: many thanks to the great majority of you, for promptly renewing your Membership - thank you also for the donations many of you sent in addition to your Membership fee; this is very helpful and is much appreciated. If however you haven't quite renewed yet: would you please do so, again as soon as is possible?

(Also on the financial front: VAT has now caught up with us and we are now VAT-registered. Our number is 525 6487 26. We thought you might like to know).

Michael Cope: Hon Secretary, VCT

1 May 1990