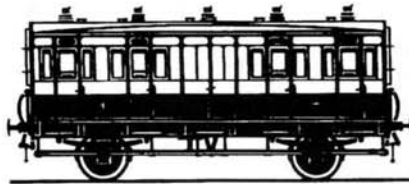


VINTAGE CARRIAGES TRUST



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

Members' Newsletter: September 1994

AGM: 22nd OCTOBER 1994 – SEE BELOW

Welcome to this edition of Vintage Carriages Trusts' "Newsletter". Within this, highlights include: another prestigious Award for the Trust: our building plans "coming together", with an Appeal to be launched just before Christmas and with actual construction to start as soon as is possible after then: notice of our Annual General Meeting (Saturday 22 October: note the date, now!); and the planned visit of the "Rocket" replica (in steam) to Ingrow. This, together with news of the comings and goings of our coaches and our locomotives, and of the continued steady progress of restoration. For details of these, read on.....

Prestigious Award

We were delighted to receive the Rail Category prize in this year's Steam Heritage Awards. This was for our work on "Sir Berkeley", and featured a cheque for £1,000, as well as the Award Certificate and a symbolic miner's lamp – and, perhaps even more importantly, the prestige associated with this major Award scheme.

The Steam Heritage Award Scheme is now in its twelfth year. It is sponsored by British Coal and British Coal Opencast and is operated jointly by the Transport Trust (TT) and the Association of Railway Preservation Societies (ARPS). There are four category prizes, each of

£1,000 – road, rail, stationary engines and waterborne vessels – the main proviso being that entrants should burn coal and be propelled by steam. In addition, there is a Premier Award of £5,000. This year, this was won by the superb pair of ploughing engines illustrated below, dating back to 1876 and 1877, now based in Kent and owned by Peter Stanier and Richard Pierce of the Steam Plough Club.

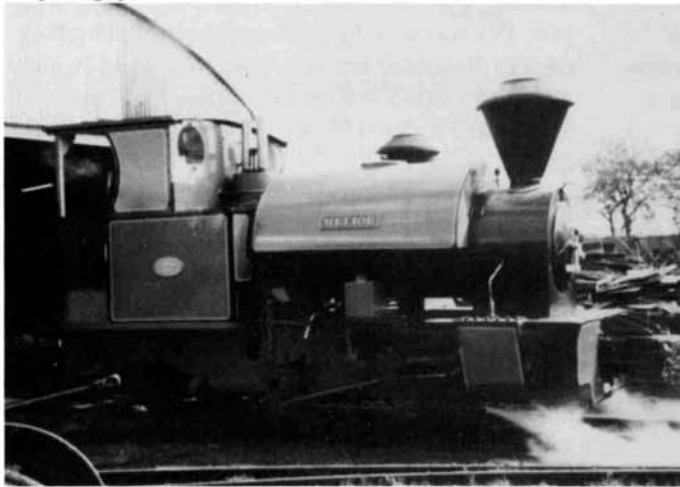
The Award ceremony was held earlier this month at the Yorkshire Mining Museum, at the former Caphouse Colliery, near Wakefield. Helen and Terry Sykes and Jackie and Eric Wright were there to represent VCT. Our Award was accepted on behalf of the Trust by Helen Sykes. She was much involved in painting "Sir Berkeley" and so was very



Steam Heritage Premier Award winners Peter Stanier (far left) and Richard Pierce (far right) with their pair of ploughing engines

much part of the restoration team: indeed, it was very pleasing that those who had done the great majority of the work on the locomotive were present for this occasion. After the ceremony, which was preceded by a rather fine buffet lunch, Helen drove Terry back to work (or to be more accurate to Leeds/Bradford Airport, as the first stage of his journey to somewhere off Africa, where he works on a “four weeks off, four weeks on” basis), whilst others were able to take the Caphouse Colliery underground tour and sample the delights of the steam winding engine and the Nature Walk – both these are of course *above* ground!

The photographs are of the Highly Commended award-winners in the rail section. These are 0-4-0 *Melior*, back in steam on the Sittingbourne & Kemsley Light Railway after a five-year restoration programme: and ex-Penrhyn 0-4-0 *Elin*, built in 1899, now based on the four-strong Yaxham (Norfolk) Light Railway and back in steam after a 20 year gap.



Melior, Sittingbourne & Kemsley Railway

VCT would like to express its thanks to British Coal and to British Coal Opencast not only for our 1994 Rail Category Award but in particular for sponsoring the Steam Heritage Awards for these last twelve years.

Musical background for this year's presentations was provided by the Grimethorpe Colliery Band, itself sponsored by British Coal – as is indeed are our hosts for the day, the Yorkshire Mining Museum. The only sadness of the occasion was

that this is the last year for which British Coal can sponsor these Awards, as it goes out of existence with privatisation at the end of the year. Just what lies ahead for the Steam Heritage Awards – and for sponsorship to the Mining Museum, and to the Grimethorpe Band – remains to be seen.

Museum Extension: Action at last?

Over the Summer the plans for the Museum have changed somewhat, mainly as a result of adopting a rather simpler – and rather cheaper – construction for the “sideways” extension. In essence, instead of the previously-planned “lean-to”, the line of the roof will be extended sideways to the boundary, with a new outside wall dropped down from there and so supported in the main as a cantilever by the existing wall support pillars, which will remain. The interior wall will then be removed to allow a very useful sideways extension to the display and circulation space within the Museum. After considerable debate as to how to achieve desperately-needed

storage space, the dual solution reached is to build a second storey over the previously-planned enclosed area marked “Foyer, Shop” on the plan reproduced opposite. The “upstairs” area will provide a “clean” storage area for items for the Shop, also for the Trust's archives and other records. The necessary staircase to give access to this will also enclose a ground-level storage area, as shown.

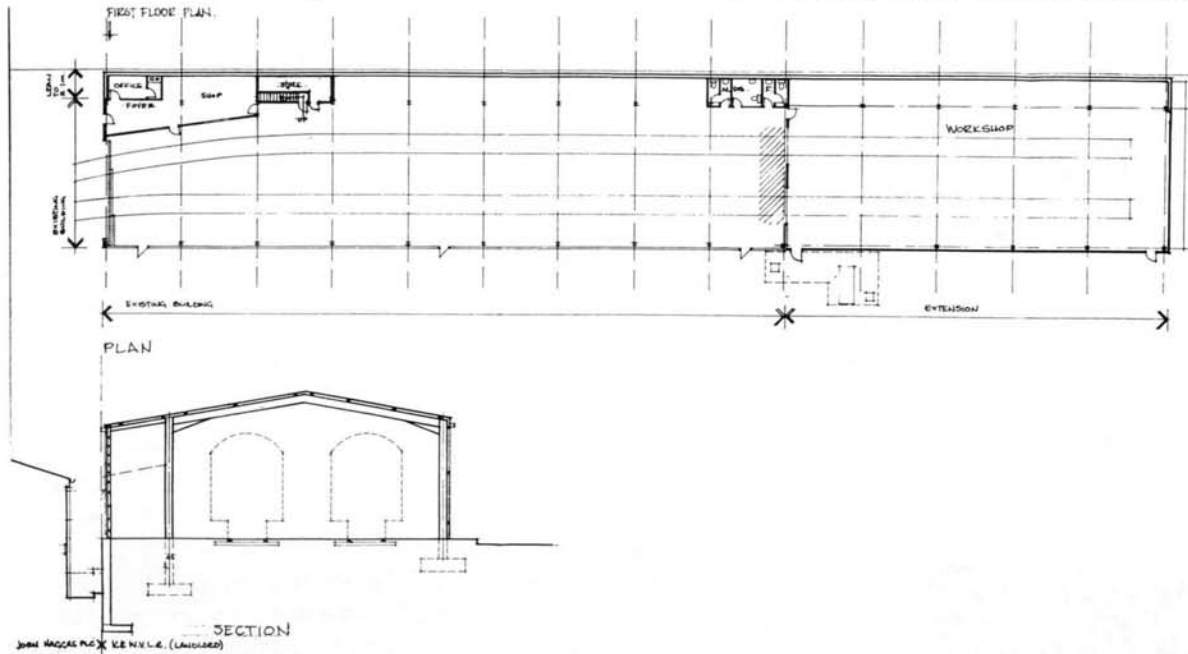
This represents “Stage One” of the actual construction. “Stage Two” (which may actually precede “Stage One”, depending on sequencing and money!) is to provide two roller-shutter doors at the rear of the Museum. Again depending on the sequence of things – and, again, on money! –



Elin, Yaxham Light Railway

temporary track *could* then be laid at the rear of the Museum to provide an outdoor storage area and so relieve the very considerable shortage of siding space which applies not only to our Trust but to the Railway as a whole. This however is not the preferred solution. The preferred solution is to go ahead with “Stage Three” – which is to complete the whole project by building the “rearwards”

whatever way is desired – tarmac, concrete, setts, paving bricks etc. This we submitted via the Ingrow Development Committee’s Minutes to the Railway’s September Council Meeting, and was approved. However, the Railway’s Civil Department is concerned about the suggested sideways-slewing of the siding nearer our Museum. At present this terminates immediately before one of the manholes



extension. This most definitely is what we want: if we can, we will: but..... we will first need the money.

Talking of which: *budget* costs for the “sideways” extension are £16,000, plus £10,000 for the two-storey “welcome/shop/store” construction: £7,000 for the two roller shutter doors; and £80,000 for the “rearwards” extension (which includes about £45,000 for foundation work).

We have the Railway’s approval in principle for the project: we have Planning Permission: we have the necessary drawings (except the detail drawings – our Architect, Philip Waddington, is working on these at the moment). So: what’s stopping us? Two things. Apart from the obvious (as ever, money!), we will need access to the rear of the Museum building. This will mean appropriately filling the space between the Museum and the rail track nearest the Museum, and the four foot of that track, to allow vehicles to drive down the side of the Museum. (This would incidentally allow access needed also by Bradford Met. and Yorkshire Water to their works at the rear of our Museum.) Our Architect has recommended “crusher run” for this, a major advantage of this being that when all construction is finished this could then be finished in

of the drainage installation and so could not be extended at some time in the future if the Railway were so to wish. Moving the end of this about twelve inches sideways would avoid this possible future problem, so allowing this siding to be extended almost to the boundary should the Railway so desire in due course. Anyway: Civil are concerned about clearances and will need to discuss this at their next meeting. Whether or not this siding gets slewed is of little consequence to the Trust, except that until the decision is made we can’t complete the necessary roadway down the side, and so can’t start construction work.

Hopefully this problem will be resolved within the next eight weeks. In the meantime, we cannot move on our extension plans until the “crusher run” is laid and we can gain access to the rear of the building.

Then there’s money. We will be launching an Appeal just before Christmas to cover the “sideways” extension – to include the Shop etc. construction and hopefully the roller shutter doors. The total budget cost of this is £33,000, which we feel is attainable. Hopefully this will attract some Grant assistance, including possibly again from the Museums & Galleries Commission, to whom we are about to make an Application: but we must think

towards raising at least the bulk of this money using our own resources. Hence the Appeal. Incidentally, if you feel you can help towards this work, essential as it is to the future operation of the Trust, you don't have to wait until this Christmas: your Secretary would be delighted to hear from you! As well as donations, we will be seeking short to medium term loans: if you can help in this (or in any other) way, please contact me: Michael Cope, Hon Secretary VCT, c/o Haworth Station – just as soon as you like!

Ideally we should of course like to see the whole extension scheme – including the “rearwards” extension – proceed as a single project. Whether or not this is possible will depend solely on finances. Again, if you can help in any way towards this, or have suggestions as to how we could proceed, please don't hesitate to contact me.

The formal Notice of our Annual General Meeting follows – but here's the key information:

**VCT Annual Meeting:
Saturday 22nd October 1994
Three Sisters Hotel: Brow Top Road, Haworth
Lunch: 12.30 for 1 pm
Annual Meeting: 2.30 pm**

As was the case last year, this is the same day as the Worth Valley Railway's Annual General Meeting, which will be held in the evening. Those who are also Members of the K&WVRPS and who are strong in the constitution may possibly like to make a full day of it, and attend *both* Annual Meetings! Our own Annual Meeting will be preceded by an **informal lunch**, as a group in the Restaurant of the Three Sisters Hotel: **12.30 pm** (at the Bar) for **1 pm, sharp** (Restaurant). Those who were able to be present last year for this informal lunch much enjoyed it: if you can, why not join us this year?

The Annual Meeting itself will be in one of the Hotel's private rooms, at **2.30 pm, sharp**. If possible, please let me (Michael Cope) know if you expect to be present either for lunch or for the meeting (or, of course, both), as an indication of numbers would be very useful – but this is not essential: if you can't be certain in advance, just turn up on the day!

The lunch menu is quite comprehensive. It includes a cold table, sandwiches, vegetarian meals – all within the price range of £2.45 (cheese sandwich) to about £5 (ham salad, scampi, chicken chasseur). (Incidentally, for anyone wishing to stay in Haworth

for the weekend, the “Three Sisters” offers a “Weekend Break” of two nights' bed and breakfast for two people for £75. The address is: The Three Sisters Hotel, Brow Top Road, Haworth, Keighley, West Yorkshire BD22 9PH. Telephone: 0535 643458).

To get to the “Three Sisters” Hotel: assuming you set off from Haworth Station (or Haworth Station Yard) – turn right: at the petrol station, turn left to go *up* Brow Road: follow this as it bends right to the top: cross Hebden Road. You are then in Brow Top Road. Continue upwards well past the bungalows – the entrance to the Three Sisters Hotel is on the left, just before the top of the hill. A *strenuous* walk: good car-parking facilities! (If anyone desires a lift from Haworth Station, please let me know and I will try to arrange something.)

.... and here's the formal Notice of Meeting:

Notice is hereby given that the Annual General Meeting of the Vintage Carriages Trust will be held at 2.30 pm on Saturday 22nd October 1994 at the Three Sisters Hotel, Brow Top Road, Haworth.

The Agenda shall be:

- 1) Apologies for absence
- 2) Minutes of previous Annual Meeting, held on Saturday 30th October 1993 and previously circulated (as part of the December 1993 issue of the “Newsletter”)
- 3) Matters arising therefrom not otherwise covered by the Agenda
- 4) Chairman's Report
- 5) Chairman's Business
- 6) Treasurer's Report: to include also Covenants
- 7) Reports of the following:
 - a) Membership
 - b) Shop Managers
 - c) Ingrow Carriage Museum Curator
 - d) Curatorial Adviser
 - e) Coaches
 - f) Locomotives
- 8) Election of: President: up to three Vice Presidents: Chairman: Vice Chairman: Secretary: Treasurer: up to four Committee Members
- 9) Appointment of Auditors
- 10) “Any Other Business”, which may be accepted only at the discretion of the Chairman.

For information: the retiring Officers and Members of the Committee are: President, Mr R N Higgins: Vice Presidents, Messrs P Eastham and V Smallwood: Chairman, Mr C G Smyth: Vice Chairman, Mr P Walton: Secretary, Mr M W Cope: Treasurer, Mr T R England: Committee Members,

Messrs J Pickles, K Preston, T Sykes and P Whitfield. The Trustee retiring in rotation is Mr A Berry. (The other two Trustees are Messrs W H Black and G Bentley. Mr Black's period of office as Trustee expires at the 1995 Annual Meeting, and that of Mr Bentley at the 1996 Annual Meeting.)

All the above are eligible for re-election.

The positions of Curatorial Adviser, Shop Manager, Museum Curator and Rostering Officer are Committee Appointments. Following the resignation due to work commitments of Mr K Howarth, the post of Curatorial Adviser is currently vacant: Mrs D J Cope holds the positions of Museum Curator and of Rostering Officer, and Mr M Loukes that of Shop Manager.

Nominations for the positions listed in 8) and 9) above are now called for and should be sent to me c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. They should be seconded and countersigned by the Nominee as willing to stand. In accordance with the Constitution, nominations may be accepted at the Annual Meeting only if an insufficient number of nominations for that post has been received prior to the Meeting.

M W Cope: Hon Secretary,
Vintage Carriages Trust 13 September 1994

(Those who are also Members of the K&WVRPS and wish to attend that Society's Annual Meeting that evening may care to note that the Railway is offering a free ticket – additional to the Members' free ticket allocation – to allow travel on the "Treasures in Trust" Vintage Train the next day, Sunday 23rd October. As noted below, this train is expected to include one, if not two, of our Metropolitan Railway coaches.)

And now for news of what the Trust has been doing lately. Firstly:

Locomotives

"Sir Berkeley" remains in occasional use at the Midland Railway Centre, Butterley. He was in use for that Centre's recent "Vintage Train" weekend: and we have just heard that this locomotive *may* be in use on the shuttle for their "Thomas" weekend, on 22nd and 23rd October. Anyone wishing to visit Butterley to see "Sir Berkeley" in operation should ring to ask Butterley direct: the phone number is Ripley (0773) 747674/570140. It looks very much as if "Sir Berkeley" will be spending the Winter at Butterley. Plans for next year have not been formed as yet: if anyone has thoughts as to suitable locations, please let us know.

There is a possibility that "Sir Berkeley" will come back to the Worth Valley for early Spring for trial midweek passenger operation. If this happens, it will be very pleasing to *at last* see "Sir Berkeley" hauling trains on the Worth Valley – even if it is only one coach! Trust Members will of course be advised of this as far in advance as is possible.

Until "Sir Berkeley" has proved himself capable of keeping to the passenger Timetable, the Railway will allow him out in passenger service only when there's no other train out: the risk of disruption to the Timetable is just too great. Hence the midweek operation. We can but hope that Timetable difficulties are resoundingly disproved; once again, it's a question of "wait and see".

Meantime, progress with "**Bellerophon**" continues very steadily. Thanks to our friends of the Bahamas Locomotive Society, the boiler front tubeplate has very successfully been rivetted back on: and some twenty or so tubes are now in position! Replacing a number of firebox stays is yet to deal with; but completion of the boiler and steam-testing should take place in the foreseeable future (still months, but not a great number of them). The boiler can then be replaced on to the rolling chassis. There's not a great deal of work yet to do on this, other than painting. Just before he again departed for his Offshore four-week stint, Terry Sykes said that "Bellerophon" *could* be completed and ready for steaming some time next Spring..... *if* the locomotive could be got under cover over the Winter. Sadly, we can't do that. The situation would of course be different if we had the Museum Extensions completed: but we haven't got there yet!

I mentioned the "**Rocket**" replica. This will be on the Railway for an advertising film assignment immediately prior to the Railway's Enthusiasts' Weekend. By arrangement with the National Railway Museum, the Worth Valley Railway will have this locomotive in steam in Ingrow Yard over that weekend (Saturday 1st and Sunday 2nd October). This should make quite an interesting photographic challenge!

Coaches

Mainly assorted "Great Northern" news this time. News not only of our own coach and its progress, but of the coach and coach parts recovered in very sad circumstances from Doncaster by Paul Whitfield.

Let's start with this – as recounted by Paul's wife Gill:

Following a news report on television and an article in the "Doncaster Courier", Robin Higgins was contacted by a friend from the Doncaster area. The report, on 15th July, concerned the 'evil' murder in a converted railway coach of a 75-year old Doncaster man known locally as 'Jovial Old Vic'. Robin's friend thought the railway carriage that had been Vic's home for the last 50 years may be of interest to the Vintage Carriage Trust, unfortunately he didn't know its exact location. A list of local Undertakers was obtained and luckily the first one contacted proved to be the firm that had handled the funeral arrangements and they were able to furnish the name and address of Vic's next of kin – Mr & Mrs Sam Wright, who also lived in the area. They were then contacted and although having planned to burn the railway carriage to the ground the very next day, they changed their plans and agreed to delay the destruction until Robin Higgins and Paul Whitfield had been to view it. So on 8th August Robin and Paul hot-footed it to Doncaster and met the late Vic's brother Sam (aged 76) and his friend Harry (aged 84), who were attempting to clear the site where the carriage body stood as it had already been sold to a local developer. They were trying to finish clearing it ready for Completion, which was to take place within the next 14 days, when the bulldozers would move in.

On examining the carriage (which later proved to be Great Northern Composite Coach No. 1867, possibly third class), they discovered a second Great Northern Composite Coach – No. 260, possibly first class. The exterior of the converted coach No. 1867 was quite reasonable but the second coach No. 260 which had been used as a store was beyond restoration. Sam was pleased that someone was interested in the carriage and gave Robin and Paul leave to take whatever they wanted.

Both carriages were full to the brim with 50 years' worth of accumulated rubbish. So, after the decision was taken to try to save No. 1867 and salvage as much as possible from No. 260, there then commenced three more trips for Paul, Robin, Audrey, Peter from the Job Creation Scheme, and Bill Black, to clear out the rubbish, the furry residents still living there and the mummified remains of long dead vermin onto a giant bonfire on the site, at the same time helping Sam and Harry recover long lost personal affects and collecting useful bits for the VCT, especially a genuine Great Northern match-striker that Robin fell in love with. After working a way into the carriage they found door handles, door stops and window strap latches

in place, even ventilators and windows that would still open. The original partitions, seats, roof vents and torpedoes had been removed, the ceiling was lined with plywood, side panels lined with hardboard and cardboard and then wallpapered.

The cardboard was all World War II Dried Egg packages, of which a sample has been retained. The floor levels were made up with orange boxes and then covered in two layers of lino and four layers of Carpet.

As it was to be Family Weekend on the Railway on 13th/14th August it was thought to be a good idea to bring Mr & Mrs Wright and their friend Harry for a visit. So after Jackie and Michael Cope loaned their car for the trip, Paul picked them up from Doncaster and brought them to Ingrow where they toured the Museum and thoroughly enjoyed reminiscing the 'old times'. They then had lunch in the Restaurant Car and dined on Giant Yorkshire Pudding with onion gravy, followed by strawberries and cream in the company of Chris Smyth. After complaining of being rather too well fed they travelled by train and toured the rest of the Railway. Then after what for them was a very tiring day Paul delivered them home, worn out but full of enthusiasm and thanks for the wonderful day they'd had and very grateful that the old railway carriage had found a new home.

It then came as rather a shock that J P Hargreaves of Powerrun was only free to transport the carriage on Thursday 18th as he was away on his holidays for two weeks from Friday 19th and site clearance was taking place before he returned to work. So frantic late night working took place to try be ready for Thursday – in fact as the wagon arrived on site to collect the carriage, cutting was still taking place to salvage parts of the derelict carriage. They did however manage to transport one half of the converted carriage and half of the salvaged parts of the derelict one on the first trip. Dumping the load at Damems and rushing back to Doncaster for the second half of the carriage and the rest of the salvaged bits for the second trip. So after starting out at 6 *am* that morning, it was 8 *pm* before the unloading was complete and the carriage in its two halves stood on a fairly flat patch of ground next to the Railway line at Damems.

The following day, a final visit to the Doncaster site to clear the last bits and once more thank the late Vic's family. At last my poor bath and washing machine could breathe a sigh of relief – as could my 'scrubbing the bath out' and ironing elbow!

Gill Whitfield

Dave Johnson has now almost completed the Guard's compartment of our own GN coach. As you might expect, he found the unexpected and sudden discovery and arrival of the two coach bodies from Doncaster quite exciting and in the event very useful sources of information to help the accurate restoration of our own Great Northern Brake coach. He writes:

New light on GN Coach Restoration

Not all members may be aware of the recent discovery and rescue of two GNR coach bodies from Hatfield near Doncaster.

These bodies (Composite Number 260 and Compartment Third No. 1867) were sold out of service by the LNER in 1926, still with their GNR fleet numbers and livery intact. Although in halves, the body of 1867 is amazingly sound, with rot only in the floor-framing and a few uprights – a good (long-term) prospect for restoration. No. 260 is sadly beyond recall, basically just a kit of parts. As both coaches are 6-wheel compartment stock of similar appearance and vintage to our '143' at Ingrow, they provide valuable clues for its restoration. For example:

1. In each compartment, the fleet number is painted on the right-hand-side of the rail holding the window-strap (the 'garnish rail'). Armed with this knowledge, I inspected the garnish rails on '143' and there is evidence of a fleet number – but now illegible to the human eye. Anybody know a forensic scientist who could 'x-ray' the garnish rails?
2. Compartment partitions were *not* plain painted timber as we thought. In fact they were covered in a kind of fibreboard (millboard? Pegamoid?) and then lined-out below the luggage-rack. Some compartments then had adverts within the lined-out panel. (More on this later.)
3. Third-class compartments also had upholstered seat backs – again, not what we originally thought.
4. The compartment paint scheme is also different, with dark-brown (grain-effect) paint carried to a point half-way up the window-frame. This is then divided from the upper (cream) paint by a painted black dado line about half-an-inch thick.

Removal of 1867's (unoriginal) false ceiling revealed lining-boards of *unpainted* timber. Therefore, compartment ceilings must have been panelled – which means the 'bare' ceiling of '143' is unoriginal.

6. Some of 1867's compartments never had torpedo vents; there are no holes in the ceiling for

them. This suggests that the GNR, ever keen to save money, only put them above 'smoking' compartments! On that basis, '143' (which has two per compartment) must have been all-smoker.

If anyone has information on Nos. 260 and 1867 (diagram numbers, construction dates, etc.), I'll be delighted to hear from them.

As I mentioned earlier, some compartment bulkheads carried adverts, and two were discovered in No. 1867. Executed in glorious colours, these adverts are worth an article to themselves – so I'll write one for the next Newsletter.

As for the restoration of '143', the painting of the guard's compartment is almost complete and we will soon have to give this vehicle a definite identity. Thanks to the help of Steven Middleton, John Dawson and Richard Casserley, we have strong circumstantial evidence to support the belief that this vehicle is ECJS No. 143. Does anyone disagree, before this number appears on the guard's compartment bulkhead? If so, speak now – or bring some paint-stripper!

Dave Johnson

Continuing onwards from Dave's Great Northern theme: at rather short notice, our Manchester, Sheffield & Lincolnshire Railway coach together with the Great Northern Brake travelled by road to Bridgnorth for a filming assignment on the Severn Valley Railway. Our President Robin Higgins and his wife Marjorie were able to be there for the occasion. Robin reports on this filming:

Filming at SVR

Marjorie and I were able to have a holiday at SVR to coincide with the filming of "The Feast of July" by Peregrine Productions. Based on a story by H E Bates, the film producers wanted to create an 1880's atmosphere for a railway scene. As SVR had no suitable coaches, two were hired from VCT and moved by road to Kidderminster. The MS&LR four-wheel tri-composite and GNR brake third six-wheeler had already been off-loaded when we arrived on Friday afternoon, 123 August. However, the GN brake was wrong way round. Fortunately Kidderminster turntable was in a sufficiently finished state to be used and the GN coach became the first coach, and indeed only the third vehicle, to be turned – the previous two being wagons! When the service finished, the 08 shunter performed this and other tasks.

The film technicians descended on Sunday and covered one side of the MS&LR coach with teak effect Fablon, protecting the paintwork with

Vaseline. This took all day and the Director was not happy with the results. Remedial work took most of Tuesday. In the meantime we rode in solitary splendour in the MS&LR first class between Kidderminster and Bewdley behind the class 08 diesel shunter. The two coaches were placed by the footbridge at the west end of platform 3, which is not used mid-week. We had not anticipated this splendid publicity and had no VCT literature to display.

Filming took place after dark on Tuesday night and used SVR's pannier tank 5764, hanging together on the proverbial wing and prayer, or specifically the scrap slide valves from KWVR's pannier 5775 which SVR had renewed earlier this year. Their own locomotive's valves had disintegrated the week before and the engine was a total failure. The GWR hotel car park was host to a battery of floodlights mounted on a huge extending arm, lighting up Bewdley viaduct and most of the neighbourhood. The main scene involved one of the actors and a couple of extras crossing the footbridge and the train entering the station. Close-up scenes took place on the platform with more extras alighting and boarding; and then the train departing. In true film company tradition the director demanded a slick departure. "Do you wave (your lamp) as soon as you arrive?" Due to the restricted space on the island platform, I had been banished therefrom and took up my own videoing position in the sidings where I obtained good views of the train arriving but was unable to see much of the action on the platform. After several rehearsals and a number of takes everyone seemed satisfied and we took our leave at midnight.

A daytime shot was required for continuity purposes and we found out by chance from the landlord of the Lion Inn at Hampton Loade, whilst partaking of his excellent home-made country wines, that filming recommenced at 5 am from a field near his car park.

On Wednesday the technicians descended again and removed the Fablon and Vaseline from the MS&LR coach.

Mid-week operation at SVR is interesting as there are two departures from Kidderminster before the first arrival. Moreover, they are both worked by the same locomotive! Bewdley-based 2-8-0 No. 2857 worked the first train from Kidderminster to Bewdley where it came off and was replaced by a loco (48773) which had come light engine from Bridgnorth. Normally 2857 would have returned light engine to Kidderminster; but on Wednesday the two VCT coaches were attached and we were again to travel in the MS&LR, second class this

time and steam hauled. At Kidderminster we ran straight into the platform where the train had been stabled the night before and diesel shunter detached our little train.

This exercise, which involved Peter, David and Bob at Ingrow in considerable work in removing the storage shelving from the compartments of the GNR coach, and Michael Cope and Paul Whitfield in negotiations and loading arrangements, has earned VCT a very useful sum just when we need every penny for the extension plans. It highlights the scarcity value of well-restored vintage carriages in good operating condition for film work and we are pleased that everything went without a hitch.

Our thanks to John Hill, Operating Superintendent of SVR, for his personal kindness and to all SVR staff with whom we came into contact.

Robin Higgins

Still on the Great Northern theme: no real progress with **coach 2856** on the North Yorkshire Moors Railway, we're afraid. Chris Smyth is now having a determined effort to progress this. The problems remain the dual ones of getting a unified response from the present owning body (which has been dormant for at least a decade and a half) and of physically extracting the coach from its present location. We still have available a Science Museum PRISM Fund grant available: we'd dearly love to be able to take this up! Obviously, if any reader can help towards progressing this project, please let us know: Chris Smyth is the person to contact for this one.

As far as the other coaches are concerned, there's quite a bit to report.

Our '**Chatham**' coach is still on the Bluebell Railway, following the shunting mishap they suffered earlier in the Summer. Apparently our coach was one of a number affected by a "rough shunt". Not unexpectedly, the Bluebell gave repair priority to their own coaches, required to maintain the service, with the result that our coach has only just gone into Bluebell's Carriage & Wagon Shops for necessary attention before returning to us at Ingrow. Fortunately the damage to our coach was relatively minor, and was restricted mainly to the heating pipework. We gather that several of the pipes leading to the individual heaters up through the floor (a well-known location for corrosion problems!) were sheared or otherwise damaged, and it's these that are now to be replaced. The coach is currently jacked up and off its bogies, with completion of this work expected within the next few weeks: the coach will then return by road to

Ingrow Museum, hopefully very shortly after the Railway's Enthusiasts' Weekend, to be held on October 1st and 2nd. We are much looking forward to seeing our coach back with us: it's been a long time!

There has not been a great deal of visible progress with the **Bulleid** coach over the Summer. This has not been helped by pressure of his studies and Summer employment at a local Garden Centre causing Michael Walton to try to give up his Caretakership of this coach. The compromise reached is that Michael's Caretakership is "on ice" pending him again being available: in the meantime we wish him every success in his studies. However, there *has* been progress. This has been contributed to by quite a number of people, but I would mention in particular Eric Wright's father ("Dad's Dad") who has done a great deal towards cleaning and painting the seat bases and supports – a *very* unexciting job, very capably done! Also, as a project kindly Grant-assisted by the Yorkshire & Humberside Museums Council, we now have lino in one half of the coach. This means that we can now start the process of actually *putting things back* into that end of the coach! This will not be a quick job; but at least the way is now clear to actually get on with this – probably starting with the heaters, the various pieces of trim on the inner walls of the coach, the luggage racks, then the seating itself. Progress should be quite visible, even though completion (just of this end: we've yet to think about the other end – and the vestibules – and the toilet compartments – and the rest of the external panelling – and the roof covering – and the corridor connectors!!) will be quite some time yet.

Progress with the **Metropolitan Brake** coach continues very steadily. The Railway has just asked for this coach to be available for the Saturday evening "Starlight Special" of Enthusiasts' Weekend – that is, Saturday 1st October. This gives a target for completing the first compartment under the present "revitalisation" campaign, which consists in the main of removing the many layers of paint accumulated over goodness knows how many years and then varnishing to recreate as closely as we now can the original appearance of this coach.

Incidentally, with the seat backrest off, it's very obvious where there was originally a central walkway, giving access to what would have been the next two or possibly three compartments – we know that the coach was built as a semi-open coach. And yes, we have no intention of recreating this seating plan!

Incidentally, the only remaining other occasion this year when at least one of our two available Metropolitan Railway coaches is expected to be in service on the Railway is Sunday 23rd October. This Vintage Train Day is being advertised as "Treasures in Trust", featuring the "Coal Tank" (owned by the National Trust, and in the care of Bahamas Locomotive Society, itself a Registered Charity), the Hughes Brake coach of the Lancashire & Yorkshire Railway Trust (again, now a Registered Charity) and our own coach (or possibly coaches). It is hoped that the NER Saloon ("John Dawson saloon") will also form part of this train. As noted above, K&WVRPS Members attending the Society's Annual Meeting on the evening of 22nd October – which is of course also the day of our own Trust's Annual Meeting – will receive a free ticket for this train, additional to the normal Member's free ticket allocation.

Museum

Progress here continues very steadily. The first two of the **mannequins** recently purchased from the National Railway Museum are in position. Here, "Viscount Lascelles" has been socially reclassified as our new Guard, so displacing that which started life as a shapely female shop-window dummy! Also a First War soldier is now seated in the Great Northern coach, comfortable other than for a fairly major hand wound. This isn't a case for plastic surgery: more a matter of wax surgery – can anyone offer expertise here, please?

The **Midland Railway bench** originally from Apperley Bridge Station has progressed steadily and is now just about at the re-upholstery stage. "Big Bertha", the catering trolley, has also progressed. Work here has included re-lining the brakes and other attention to mechanical aspects as well as further preparation for painting, which is now fairly imminent.

The **sound system** has remained fully operational over the Summer, but only on a "cycling continuously" basis. Replacement of the unfortunately now defective controls to allow "on demand" use of all sound tracks other than the background track by means of a plc ladder controller is planned for the end of this month. This should give a much greater measure of flexibility, for which we will have a greatly increased need when the Museum Extensions are completed.

"**Small Exhibits**" and other archive material recently obtained include further reproduction 'Trespass' and similar plates, kindly donated by

Alan Turner: and a number of original Midland Railway Engineers' plans, mostly relating to various changes to Keighley Station and dating from the mid-1880's to the early 1900's. Two of these have been framed and will shortly be on display in our Museum for a few weeks from Enthusiasts' Weekend onwards. One shows "Proposed Horse and Carriage Dock" for Keighley – which is the present Keighley Car Park. The other refers to Ingrow and the "Proposed Loading Dock for Shoddy Manure". We haven't yet dared to tell Stuart Mellin, Station Master Ingrow, that his "Cattle Dock" isn't!

Daily opening of the Museum over the Summer has worked very well. In the absence in North America of Michael and Jackie Cope, this is to a considerable extent thanks to the presence of Bob Stott, Peter Butler and David Hemingway – without whom the Museum could not have functioned as easily and as well as it did over the Summer. All three are (or were: the scheme appears to have very recently folded!) placed with us by Keighley Business Factory, one of the several training schemes available to the unemployed. Peter is especially involved with "Bellerophon"'s overhaul, whilst David has been working on "Big Bertha" and with the others on sundry bits and pieces for the Metropolitan Brake coach and the Bulleid. Certainly without these the steady progress of restoration of these vehicles would be considerably slower. In addition to the above, Tom Povilaitis has now joined us, on placement to us from KADTAL, the Keighley & District Training Association Limited. Originally from Florida, Tom's previous trade was as a locksmith, and his new one is as a joiner and carpenter. We have plenty for him to do! His first task has been to provide much-needed maintenance for the door locks on the Metropolitan coaches, representing as it does an overlap between his "old" and his "new" trades. He will probably then be much concerned with fitting interior panelling back into the Bulleid coach. Almost every Thursday this team is joined by Eric Wright and his father, with Eric working on "Bellerophon" and his father working on whatever most needs doing at the time. This means that Thursdays are a particularly busy day at the Museum. Any Member wishing to help at the Museum some time during the week might like to bear *Thursdays* in mind: there's plenty to do, and you will be very welcome!

The customary "**first Wednesday of the month**" **evening working parties** continue: if you can join us (from about 6.30 pm onwards), please do so! We have seen a number of new faces recently. All

are very welcome here, and we have plenty for all to do.

Following previous very poor visitor figures during the "Santa" trains on the Railway, it now seems very likely that we will not be opening the Museum over these few weekends. This is of course unless someone's working in the Museum – please let Jackie or Michael Cope know if you expect to visit over that period.

Shops

These are continuing in steady and very satisfactory operation. We are pleased that some volunteers have been able to come forward to assist in the Shops – and also the Museum – and we welcome them to these tasks. There are of course further vacancies: so if you are able to assist from time to time, at Haworth, at Ingrow, or at Keighley, please let Jackie Cope know. Just once a month would be of very considerable help: so, if you've been thinking about helping in this way, please let us know!

Are there any "green" fingers amongst our Members? We need help for the existing very small team which looks after the garden and flower containers at Ingrow. This includes in particular deciding what bulbs to get for the containers. We've had a fine display of Spring daffodils etc. previously (and other flowers later in the year) – but now need another person to help with the planning and execution of this. Again, please contact Jackie Cope if you can help here.

A few reminders:

Aluminium drinks cans continue to represent a very useful supplementary income for the Trust. Please continue to save your *aluminium* drinks cans (not the steel ones, which we can't do anything with) and bring them to Ingrow Museum when you next visit. (The easy way to check that the can is aluminium is to see if it sticks to a magnet – for example, a magnetic door catch, or the door seal of most domestic refrigerators. If it does, it's steel – put it in the bin. If it doesn't, it's aluminium – bring it to the Museum!) Our thanks to Philip Walton, who continues to take the filled sacks of flattened cans for recycling: the last batch gained a further £50 for the Trust: and it looks as if a further £50 will be available within the next few days!

Philip would also like to receive further **Esso Tokens**: we have about 200 at the moment. We can put these to good use, especially if augmented by further such tokens. If you have any other suggestions for this sort of fund-raising, would you



Someone else going round in circles at Ingrow: "Family Weekend", 13th & 14th August, 1994
Photo: Graham Maple

please let Philip know of these, again c/o Haworth Station?

Data Protection Act: the usual reminder that the Trust's Membership records are kept on a computer. They are for the sole use of the Trust and are *not* made available to outside bodies. If however any Member does not wish his or her records to be kept in this way, would he (or she) please contact the Secretary?

Members are reminded that the Worth Valley Railway kindly allows **half price travel** to VCT Members on production of a current Membership Card. Please note that this concession is not available for Santa Trains or for other "special occasions". (This concession should be readily available. However, we gather that on one recent occasion the Booking Clerk was not aware of this concession and refused to issue a half-price ticket. If this happens to you, please let me know!)

In conclusion: a note about Me! My wife Jackie writes:

"Go West, Young Man":

A report in our local 'Keighley News' on Michael's recent Churchill Fellowship trip was headed: 'Go West Young Man'. Those who have known Michael since the early days of the Worth Valley Railway considered there was a slight bending of the truth in the heading!

Nevertheless, our trip did 'go west'. I was thrilled when Michael gained the Churchill Fellowship Award to study 'wooden bodied railway carriages' (or, in translation, 'wooden bodied railroad cars') in the States. I was equally determined personally not to miss this opportunity to see the States and parts of Canada even if it was across the yards of endless museum centres and operations.

Our eight week trip took us from Washington DC and a visit to the Smithsonian Institute Railroads section to Baltimore and then to Long Island, New York State. This latter was a unique experience being the Stoney Brook Horse Carriage Museum. Stoney Brook is a delightful seaside village sporting amongst other things a large carved wooden eagle over the Post Office door which flaps its (mechanical) wings on the hour, every hour! The restoration work on the wooden horse carriages from across the world was quite beautiful and worthy of a whole article to themselves.

We then headed west into Pennsylvania to the Pennsylvania State Railroad Museum and, across the road, the Strasburg Railroad. This operation was the one place where one got the feel of the operating scene as we know on the Worth Valley.

Onwards again to Scranton, where the development of Steamtown with massive government funding made us quite envious. However, the state and the



Michael – going West (Lancaster, Pennsylvania)
Photo: Jackie Cope

fate of the large collection of wooden railway cars brought a far more dejected feeling. Onwards again to the East Broad Top Railroad and the next-door Rockhill Trolley (trams, to us!) Museum. Two quite different operations in close proximity to each other and each again worthy of a book to describe them.

Then overnight on the 'Broadway Limited' to Chicago: Mid Continent, Illinois, Green Bay and a few brief days of relaxation at Sturgeon Bay on Lake Michigan, before we again set off west.

A two night journey on the 'California Zephyr' from Chicago to Sacramento had so many sights to see – rushing rivers, desert, canyons. Sacramento and the California State Railroad Museum took a number of days of discussion and viewing. It was Rail Fair weekend, with lots of activity and visiting locomotives. Our study involved talking with a few of their extensive staff: Director, Curator, Marketing Manger, Volunteer Docent Training Officer. The Museum itself is really splendid in terms of its display.

Whilst at the Rail Fair we met the Curator of Railtown 1897 State Historic Park (the Sierra Railway of California) and were invited to visit.

So onwards again, this time south to Jamestown – near which we witnessed a forest fire. The wooden construction of so much property both on and off the railroads made this an even more frightening sight. The Jamestown complex, like the (narrow gauge) East Broad Top Railroad which we had visited earlier, maintains all the workshops and their contents much as they have been since they were built in 1897. More modern souvenirs of the past – pin-up girls of the 1940's and 50's inside locker doors, and tools propped casually where they were left – are now gathering cobwebs and one wonders whether they will last much longer. But cleaning and organising would somehow lose not only the cobwebs but the atmosphere. One wonders just what is the answer.

The same question was asked at the Nevada State Railroad Museum. Here, the Exhibition Hall displays are splendid. But although the cars stored outside at the back do not suffer the effects of Yorkshire Pennine 'dew' they, along with many other wooden cars in America suffer from extremes of weather (here, desert heat, and Winter snows) and are prey to the tiny termite. How many times we saw cars 'held together by termites holding hands'!

It was time to move on to briefly visit Canada: British Columbia, and the Cranbrook Railway Museum. Here the restoration of passenger cars reigns, and extensive building plans are on the table. The beauty of the interior of the cars *Strathcona*, *Rutherglen* and *Curzon* and the standards of restoration left us breathless.

We neared the end of what had been a fascinating eight weeks. It is impossible to mention here all the other small rail centres we visited in passing, or to list all the very hospitable people we met.

Michael is now trying to organise his thoughts to see how such an experience can be used for the good of railway carriage preservation in this country. He will be writing I am sure a number of thought-provoking articles. He is quite willing to speak to any group who may be interested in our tour.

In the meantime we thank the Winston Churchill Memorial Trust for what it rightly describes as a 'chance of a lifetime', even if it is somewhat late in the lives of this 'young man' and his wife!

Jackie Cope