

Vintage Carriages Trust

Members' Newsletter: December 2010

Annual subscriptions for 2011

The New Year is coming fast. All Members renewing yearly will find a Renewal Form enclosed with this *Newsletter*. Jeanette, our Membership Secretary, is sure you will be delighted to hear that the decision has been made to keep the 2011 subscription at **eight pounds**. If you feel that you can add a donation to this amount we will of course be very grateful! We hope that you agree that this remains value for money. It continues to give you three *Newsletters* a year, a number of special events such as the Chairman's Day, and as before half fare travel on the Worth Valley Railway (excluding special events).

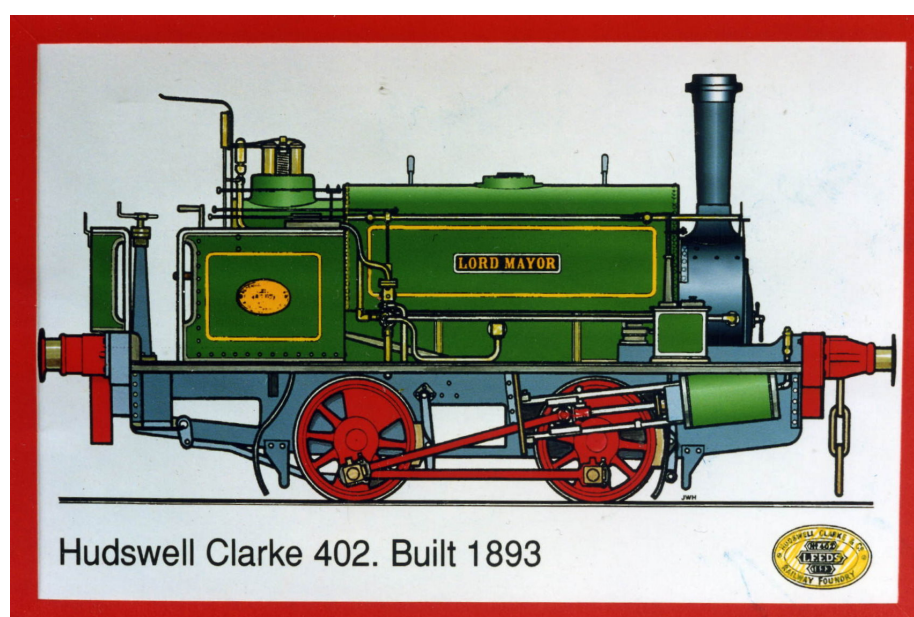
All quiet and peaceful??

Yes, it's the time of the year when things ought to have slowed down and there is time to sit and quietly enjoy memories of a successful year completed. In all areas of the Trust's activities over the year 2010 there's certainly a great deal to look back on with great satisfaction. We enjoyed a very good Chairman's Day. Our locomotives *Bellerophon* and *Sir Berkeley* each paid visits to other heritage railways which as well as being financially good also spreads the name of the Trust and its unique Collection. The Worth Valley Gala weekend in October saw a visit from our locomotive *Bellerophon* (with the transport costs covered by our Trust). The VCT Annual Meeting on the following weekend very successfully concluded with a special outing on the Worth Valley of a train comprising the three Metropolitan Railway carriages hauled by the "old gal" *Bellerophon* herself. All those able to be present had a wonderful experience of the Trust at its best, which no photograph can really capture.

The year also saw some of the VCT Collection in use in yet another TV drama – Paul Holroyd gives details later in this *Newsletter*. The Worth Valley Railway's Vintage Train Sundays included the Metropolitan Brake coach and were very well received by the public. The refurbished Shop plus the hard work of Keith Pitts and volunteers (including Mike Halcrow, who kindly covers one day each week) is making a noticeable difference on the retail front and there has been further progress with the new electronic point of sales equipment. And 2011? Plans are afoot and it looks as if this will again be a busy year – read on for more details!

Lord Mayor: back to steam?

You will find enclosed with this *Newsletter* a form headed "*Lord Mayor: the Locomotive – the Future?*" Your Committee asks all Members to read and if you wish to complete the form. The form is asking for guidance, opinions and an *indication* of your possible monetary support (please don't send money at this stage).



Lord Mayor (as seen here in John Holroyd's drawing) is the small 117-year-old Leeds-built locomotive that stands at the front of the Museum, presenting VCT to the world. Those who do not wish to pay to enter the Museum are seen taking sly photos of the locomotive over the front gates. Others, with Rover tickets or prepared to pay the admission charge to see the whole Museum, get the chance to stand on the footplate and drive it in their imagination. Even the most determined young person finds it impossible to break this genuine "hands on" experience! There is a sound presentation in the firebox which features a

conversation between the imaginary driver and a trainee who cannot even "brew" tea in a "mash can"! Volunteer Mike Halcrow has recently introduced brass rubbing of the loco's maker's plate which has proved very popular with young and old alike. It is a much loved museum exhibit.

VCT member Ben Wade tells us some of *Lord Mayor's* earlier history. He and Philip Walton rescued *Lord Mayor* from the scrapman's torch in the late 1960s. Ben's love of the locomotive guided it towards the Worth Valley Railway and he and Philip began the slow task of restoration. This resulted in a working loco by 1969 when, unfortunately for *Lord Mayor*, Ben's work took him South. *Lord Mayor* was kept in the former Goods Shed at Ingrow – now the home of the Bahamas Locomotive Society – and was occasionally steamed in Ingrow Yard. Extended negotiations with the Middleton Railway and the *Lord Mayor* Trust about the ownership and the location of the locomotive were finally resolved by interested VCT individuals purchasing *Lord Mayor* for VCT in 1990. It was placed in the prime position in the Museum Shed (as it then was), and there it has stayed for the last 20 years.

Your Committee is now considering whether Lord Mayor should be restored back to working order – back to steam: and if so how and where.

These questions pose quite a challenge and we would welcome your views and possible support.

Much depends on what future use we can find for *Lord Mayor*. Having this locomotive in working order at Ingrow could open up the possibility of brake van rides on special events days, also of occasional Ingrow to Keighley shuttles on special Gala days etc. We must remember that *Lord Mayor* would have the same drawback as *Sir Berkeley* and *Bellerophon* in being too small to see regular full-line use on the Worth Valley. However, a programme of visits to other Heritage Railways could be very attractive. The now-established principle, as applies to both *Sir Berkeley* and to *Bellerophon*, is that *Lord Mayor* would

need to produce sufficient hire income to pay for his next overhaul, remembering that boiler 'tickets' are valid at the longest for ten years.

The actual restoration work needed to bring *Lord Mayor* back to steam should be fairly straightforward, with the boiler obviously being the most important consideration. Here, current thinking is to go for a new boiler rather than attempt to repair the old one. The saddle tank and the smokebox are life-expired: work is needed on valves and fittings (including the safety valves), on the steelwork of the cab and the bunkers. The headstocks need replacing, as do all four buffers; and we will need to update the front drawhook. All quite straightforward.... but all this will cost!

As you might expect, *money* is the main problem. Detailed costings are yet to be done, but current "ball park" estimates within the Committee vary from £40,000 to £57,000. By anyone's standards, this is a lot of money.

The Trust's finances are in a healthy state at present, but as you will read below we do have plans for the next wave of coach restoration – which has associated costs! We can only consider the restoration of *Lord Mayor* if we can be sure that there is both interest and *monetary support* from you, the Membership of VCT, to support this project.

So: please take time to consider whether restoring *Lord Mayor* is a good idea – and if you would like to comment and/or are willing to offer monetary support please seek out, complete and return the insert in this *Newsletter*. Your reactions and support in the form of pledges will give an indication to the Committee as to the viability of the whole project. *Please note: please do not send any money for this project just yet!*

Carriage restoration: progress continues

As has applied for quite a few months past, the two carriages at present in the Workshop are our "Matchboard" coach S3554S, built by the then very new Southern Railway in 1924 to a South Eastern & Chatham Railway design: and our "Bulleid" coach S1469S, completed in 1950 by what was by then British Railways to a Southern Railway design by the Southern's Chief Mechanical Engineer, O V S Bulleid.

The **Bulleid** coach continues steadily. Robin Bannier continues to catch up on a long series of minor but very necessary tasks around the coach. Recently this has centred around doors, of which this vehicle has no fewer than thirteen – a pair of sliding end vestibule doors at the toilet end, a big curved sliding door at the other end, four internal sliding doors and of course the six side exterior doors. All have needed quite a bit of attention to their fit and to their surrounds. A piece of good news is that very recently the "missing" external grab (commode) handles re-appeared – it's not yet revealed where they had been found: but again having them saves us from quite a lot of delay and expense.

The special-section extrusion needed for mounting the glass top lights into the exterior doors has now arrived. These glasses are yet to be fitted but with the

correct section extrusion now available this should be relatively straightforward: again, this represents another significant hurdle now (almost) dealt with. There's now not a lot needs doing to this coach before Chris Smith can finish the exterior painting. Following a great deal of preparatory work and a good many coats of primer, undercoat and topcoat already applied, "all" that is now needed is: flat off: final coat of gloss: lining and lettering: and then varnish. Nothing to it really!

The two toilet doors still await re-skinning and there's still a little work to do on the underframe. This reduces to putting the vacuum reservoir back into position, plus a little work on the brakes – including of course brake testing – and setting the spring heights. All in all, there's not really a great deal to do – so (as we said last time) the end really does seem to be in sight!

Progress on the **Chatham** coach has been excellent. All the glass is now in position and the exterior paintwork has now reached the “final gloss” stage. Chris Smith has applied the lining at one side, with good success – this is a fairly narrow black stripe, with a rather narrower “gold” stripe. All that is now needed is to complete the lining on the other side, apply the lettering, paint the two ends black, and then an overall coat of varnish. Our investment when we provided heating in the Workshop has well and truly paid off, if only because it makes it possible to paint (and varnish) even in the weather we are currently experiencing.

Talking of lettering – the numbers both for the Chatham coach, as S3554S, and for the ‘Bulleid’ coach, S1469S, are from the well-known firm of Fox Transfers. Unfortunately, when ordering these numbers, they were identified at least mentally as S3554 and S1469. So, we are four “S”s short – which Chris has now increased to five short: one of these water-slide transfers confirmed what it is by sliding straight off the backing sheet on to the floor!

Following all the work on the exterior reglazing and filling, priming and undercoating the mouldings around the window aperture (the bolecion mouldings), both Stuart Mellin and Neal Cox have retired towards work inside the vehicle. Here, Neal has repainted the Brake interior, which was looking somewhat tired and in any case has had some replacement timber boarding on to the inside of the doors. He has now started repainting the compartment ceilings – one down (almost), only six to go. Meantime Stuart has well and truly sorted the very tired ceiling the length of the corridor and is now painting this: and Michael Cope is spending

Mention of the work done on the buffers for our “Chatham” coach is a reminder to say that we are very grateful to Keighley College for giving the Railway a number of machine tools made available as the old Harold Town building closed. As part of the arrangements we now have the use of a very fine Bridgeport milling machine and also a Harrison lathe. The Bridgeport miller has replaced the somewhat smaller and, importantly, less versatile milling machine we had previously. The Harrison lathe usefully complements the lathe we’ve had the use of for some time past. Together with the other equipment, we now have a well-equipped mechanical Workshop.

Hopefully the Chatham coach should be ready to move back into the Museum some time fairly soon in the New Year. We will then bring the **Great Northern bogie coach No. 2856** into the Workshop for attention to one of the bogies. This is the bogie at the Oxenhope end, where the bolster (the cross member that transfers the weight of the coach to the frame of the bogie itself) is sitting out of square. We will need to jack up that end of the coach and then run out the bogie for inspection and

By the time work is completed on the Great Northern bogie coach, the ‘Bulleid’ coach should also be complete. At that stage we would like to turn attention to our 1876-built **Manchester, Sheffield & Lincolnshire Railway** four-wheeled coach, now in Great Central Railway livery as No. 176. Restoration of this vehicle was one of our Trust’s

time in the toilet compartment, painting and revarnishing. It’s here that a great deal of work was done in 1973, which is the last time any significant work was done on this coach. Michael commented that particularly in this toilet it was very easy to distinguish between the original 1924 material and that which was done in 1973. However, he would not wish to comment further, as he was involved in the 1973 work! We must remember that back in 1973 facilities available to us were very poor by comparison with those we have today and in any case at that time we most definitely had no money! As mentioned last time, the springs from the Oxenhope end bogie were sent to Sheffield for re-tempering and remaking as necessary. They have now returned and await being put back into position.

Again as mentioned in the previous edition of this *Newsletter*, one buffer shank was found to be excessively worn. Chris has now very effectively rectified this by building up the affected area with weld and then machining this back to its intended dimensions. Further checking showed that one other buffer was in need of attention. This time new parts were needed to replace sliding elements where the extreme inner end bears on to the drawbar mechanism. Replacing these was relatively straightforward. Both buffers are now in good order and are back in position.

With now relatively little work yet to be completed, completion day can be only a few weeks away. Our greatly-refreshed and repainted “Matchboard” coach can then again take its place in our Museum – and hopefully it will see occasional actual use on the Worth Valley Railway and elsewhere.

rectification as is necessary. Depending on what we find we may need to do the same for the other end of the coach. All this shouldn’t take more than a few weeks and hopefully should present no significant problems. Indeed, the major problem is the mechanics of getting this coach into the Workshop in the first place – the challenge is to fit everything neatly not only in the Workshop but also in the Museum itself: basically, we have so little available space that we have very little flexibility!

first major projects and was finally completed in 1985. The quarter century that has passed since then has seen some deterioration in the paintwork, which we would like to rectify. Also our experience and knowledge has grown since these early days and there’s a number of things we would like to change – as Jackie Cope (caretaker of this coach) now outlines:

"Our MS&L Railway carriage – now there's a surprise! It is not often that this four-wheeled tricomposite carriage gets more than a passing mention in the *Newsletter*. It is our oldest carriage, built in 1876, and is our flagship: but it was way back in the late 1980s and early 1990s that it made news. That was soon after the restoration work had been completed and the carriage was a joint winner of the Association of Railway Preservation Societies (now the Heritage Railway Association) Carriage Competition.

A visit to the Manchester Museum of Science and Industry saw the carriage not only on display but also in use at a major event on their short demonstration track.

It was one of the carriages used to celebrate the 150th anniversary of the opening of the Keighley & Worth Valley Railway. Since then it has resided in the Museum and proved to be a very valuable exhibit in demonstrating the three classes of comfort that early railway travellers would have experienced. As we hopefully see the end of the Bulleid carriage's occupation of the workshop there comes the opportunity for this carriage to receive attention.

If you have any knowledge which might be useful in bringing this carriage back to a more correct restoration please do get in touch with Jackie Cope via the VCT e-mail address admin@vintagecarriagetrust.org

Next in line is **Great Northern six-wheeler No. 589**, built in 1888. As reported in previous editions of the *Newsletter*, we have completed work on the chassis itself (that is, the underframe, together with the wheelsets, springs and brake gear). This leaves the body for our attention. As soon as the vehicle is in the Workshop we can deal with the exterior of the body. This will involve making good the roof, replacing ceilings throughout the coach, and making good the exterior panelling.

We have sufficient information to be able to do this – including photocopies showing roof and ceiling details, taken some time ago from contemporary Great Northern Railway drawings in the care of the Buckinghamshire Railway Centre at Quainton Road. We also have placed an order for the teak panels needed to replace the defective ones on the body sides of the coach. Prices have increased

Obviously, information as to what the interior should look like would be very useful. If you can help here, either with your thoughts or with drawing or other references, please let us know.

Helped by the practicality that two six-wheelers will fit on the same road in the Workshop, our **Midland Railway six-wheeler No. 358**, built in 1886 should make its long-overdue entry to the Workshop as soon as work on the MS&L has been completed.

Restoring this coach will be a long, challenging and an expensive project. It is however of considerable importance. Of the many hundreds of similar six-wheel vehicles built by the Midland Railway, only three survive on their own wheels – that at the NRM, like ours a Composite coach: the Brake Third

It has been noticed that as with any piece of furniture twenty five years wear begins to show. The opportunity will be taken to freshen the exterior paintwork and look to the fitting of safety glass throughout. We have also recently been looking at the interior furnishings with a view to bringing better authenticity in various parts. The nylon plush of the First Class seating looks OK – but is this really 1876!?

The curtains in this and the Second Class compartment are equally unconvincing both in material and fixing, as is the carpet in the First Class. Then we come to the luggage racks... those who were members in the 1980s will remember that the fishing industry in Hull proved to be the source of this interesting netting. Only the Third Class wooden benches and complete lack of any other features is passable. It is interesting however to note that even though it is basic the Third Class as far back as 1876 had a completely enclosed compartment. Looking at the facilities on trains today one wonders how far we have progressed in passenger comfort."

considerably since we last purchased teak panels: these are for maybe less than a quarter of the total surface area of this coach, and will be at a cost of just over £2,700. Alternatively, think 20 pence for each square inch of teak!

Although this will involve a great deal of work, at least we know what is needed. Sadly, despite our best efforts, the same can't be said for when we come to the compartments interiors. Here, all enquiries have drawn a blank. We just don't know what is required. Unless 'someone' is able to find drawings or other reference to what the interior looked like, we will have to follow the "in the manner of" line of approach – which could mean that the compartments will be restored to be virtually identical with the Third Class compartments of Great Northern bogie coach No. 2856.

at the Midland Railway Centre: and our own coach. Ours is the *only* Midland Railway coach on the Worth Valley Railway, which was of course a Midland branch.

Again, if anyone is able to undertake some research to help towards a correct restoration of this vehicle, please don't hesitate to make yourself known. Likewise, and noting that this is likely to an expensive project, if anyone would like to help plan towards a Heritage Lottery Fund or other Grant application, now's the time to say so!

Putting aside for the moment any possible contract work for the Worth Valley Railway, the remaining coach awaiting Workshop space is the

Metropolitan Railway Brake.

Built in 1919, this is the oldest of our three Metropolitan coaches. It's understood that this particular coach was built on an underframe from a somewhat earlier vehicle – certainly the detailed construction differs from that of our other two Metropolitans. Over the years there's been some

corrosion of the outer members of this underframe, also of the steel sheet that covers the whole of the underframe, immediately below the body itself. Rectifying this corrosion will mean either lifting the body above the underframe, or removing the body altogether. Just how to most appropriately do this will present yet another challenge!

If by chance your skills and abilities include being able to advise here, again we should be very pleased to hear from you.

The Carriage & Wagon Restorers' Weekend

The Carriage Restorers Weekend is an important one in the VCT calendar. This year it was back in the place where it all started ten years ago: the Embsay & Bolton Abbey Steam Railway. Stephen Middleton whose brilliant idea it was to start the Weekend is of course based at Embsay with his Stately Trains. The aim of the weekend is to bring together those who enjoy working with the restoration of railway carriages, which can sometimes be a rather solitary activity. It gives the opportunity with others of similar mind to swap ideas, talk through problems and challenges and even swap materials and hardware. The delegates this year were treated to demonstrations of various techniques and machines and there was the opportunity for hands on learning of new methods. The Trust was very well represented. Mike Holmes and Neal Cox took along the VCT's dustless power sander, which has seen much use in our Workshop. All were most impressed by the piece of kit. However, the cost caused some to lose interest. It should be remembered that this one light weight hand held sander has already seen considerable use on two VCT coaches and one Diesel Multiple Unit. Looked at in that way it has certainly earned its keep. The other major factor is that it really is dust-free, both for the Workshop and more importantly for the worker.

Other delegates gave demonstrations and talks on various topics including the overhaul of brake cylinders and generally on the repair of timber bodied vehicles. Meantime, those who contribute to the work of the national Railway Heritage Register Partnership by "on the ground" surveys and photography took the opportunity to come together to discuss progress. The Register to date covers carriages, wagons, horse drawn vehicles and turntables, with access via the VCT web site. Anyone who would like an involvement with any of these Surveys is invited to contact Michael Cope at carriagesurvey@vintagecarriagestrust.org for details. As for the Carriage Restorers Weekend: long may it continue as a valuable part of the Heritage Railway scene – and well done Stephen for setting it up ten years ago!

Membership Matters

Our extremely efficient membership Secretary Jeanette has not yet really recovered from winning the Wallis and Grommit Award for 2009/10. This award originated many years ago with the volunteer working team of John Wallis and Philip Walton. It is awarded to the person who has shown the most amazing dedication to the Trust in the year in question. Jeanette is a very worthy winner. You will see her in the photo on the back page clutching the trophy and looking suitably bemused and amazed.

Jeanette is happy to report that at the AGM it was decided to keep the 2011 subscription fee at £8. This is as for the last few years, but it's unlikely that we will be able to hold it at this low level for much longer. Jeanette makes the point that this remains excellent value for money with three *Newsletters* a year; the chance to take part in events such as our "Chairman's Day" and those surrounding the Annual Meeting – as well as free entry to the Museum and half fare on the KWVR at all times (other than for "special events"). This year there was also the surprise short-notice Members' Special, with out three Metropolitan Railway coaches travelling up and down the valley hauled by our locomotive *Bellerophon*. This was a fine experience and a fine sight, which no photograph can really capture. The Special resulted in six new members joining us on the day and was an opportunity for VCT old timers to do a great deal of reminiscing.

New members joining since the last Newsletter are as follows: Mr M Massey (Cambridgeshire), Ms W Anderson (Bradford), Mr M Smith (North Yorkshire), Mr P Stanley (Derby), Mr B Morrisson (West Yorkshire), Mr A Wood (Bradford), Mr G Denscombe (Leicestershire), Mr J Stirling (Sheffield), Mr G Cumming (Keighley), Mr K Ward (Leeds), Mr T Kay (Bingley), Mr J Walton (York), and Mr D G Walton (Altrincham). We also say 'welcome back' to Terry Sykes (North Yorkshire) who has rejoined.

Filming

Just as it seemed that things were very quiet on the filming/TV front, Paul Holroyd was approached by the BBC for carriages for use in the three-part drama series *South Riding*, starring Anna Maxwell Martin. Scheduled to be screened on BBC TV in January, the series is set in 1934-35 and is adapted from the novel by Winifred Holtby. VCT's Metropolitan Railway carriages Nos. 465 and 509 will appear in episodes 1 and 3. The filming took place in Loughborough in September. Full details and further images are available at www.vintagecarriagestrust.org (go to "filming", then "click here for a complete list").

***Sir Berkeley* on his travels**

Meanwhile, also in September, our locomotive *Sir Berkeley* travelled from the Middleton Railway to the Tanfield Railway for their Gala on the 10th, 11th and 12th September. This diminutive loco starred alongside NER Class J72 No. 69023, which used to be at KWVR many years ago as "JOEM", and operated alongside some of Tanfield's own locomotives. Ian Smith reports on his visit when *Sir Berkeley* created rather a stir!

"On Saturday 11th September, I visited the railway as VCT Owner's Representative to see how the old loco was being used. On arrival, I was pleased to see she was in an immaculate condition, and being driven by an old friend, Alan Thompson, who owns a number of locos up at Tanfield, and a share of the NER class H No. 1310 at Middleton.

As it was pouring with rain, I decided discretion was the better part of valour and had a cuppa whilst the loco did her first turn, but joined the crew at East Tanfield to work up the line to Sunnyside, then take a freight back to Marley Hill. As I expected, *Sir B* made light work of the Tanfield's "colliery train", romping up past the famous Causey Arch with no problems. After stopping to coal and water at Andrews House, a station built from scratch over the years, we set off for Sunnyside, where we were replaced by Austerity No. 49

The new till

Paul Holroyd writes: "In the last Newsletter we mentioned our plan to introduce a new till, or to be accurate "Retail Management System". This was successfully introduced on 1st October, and has already proved to be a great boon to our volunteer reception staff. No longer do you have to look up the prices of confectionery and type in the prices – just hold the Kit Kat or Mars Bar in front of the barcode reader and – hey presto! – job done. No longer do you have to keep looking at the magazine price list, and manually enter prices – just touch the name of the appropriate magazine on the screen display, and it's done. No longer do you have to enter credit card transactions on to a separate credit card machine – everything is fully integrated, so you only enter things once.

Gift Aid admissions are much simpler. Our customers no longer have to manually write their address details on slips of paper. We simply ask for their name, house number and postcode, and the till prints out a slip containing all the details, which the customer just has to sign. Everything really is much simpler and much quicker.

Our Collection's operation in 2011

Even at this early stage there are interesting plans for the use of our Collection in 2011. We are delighted to announce that our locomotive *Sir Berkeley* will be visiting the National Railway Museum at Shildon for most of the coming year as the "resident shunter", which is a great honour for the VCT and the loco.

We are very grateful to the Middleton Railway Trust for being able to spare the loco and are negotiating a suitable extra number of steamings to recompense for the loss of the loco for 2011.

At this stage, we do not know the loco's rostered turns at Shildon, but we will update members as soon as we know. Of course, our website will also give this information, as will the NRM's own Shildon website. One thing we DO know is that *Sir B* will star in the Shildon September Gala in 2011: so keep a look out for information nearer the time. You can reach the Shildon website via the main National Railway Museum website www.nrm.org.uk - then go to "plan a visit" and look for Shildon. The Trust will have a publicity and

and laid over to await the arrival of the Tanfield's freight train.

Now, this train is a fairly hefty thing and it can take some getting to move, so the loco crew arranged for the loco which had hauled it in, newly restored 0-6-0T *Twizell*, to bank us out of the station once we had coupled on. Little did they know....!

On getting the right away, Alan eased *Sir B* out of the platform and, looking back, saw that we had in fact left *Twizell* in the station – she simply didn't have a chance to do any banking at all! *Sir B* had managed to lift that train out of the station with no bother, much to the surprise of the crew! What they had forgotten was that *Sir B* was designed to work on varying standards of track and was built with equalising beams. What these do is to ensure that all wheels remain firmly on the track, whereas a conventional 0-6-0T working on industrial track is likely to have at least one axle not fully taking its weight due to the undulations of the track. With all six wheels firmly on the rails, our small engine can more than pull her weight, as she proved more than once at Tanfield!

Sir B proved extremely popular on her visit and it may very well not be the last visit the engine makes to this historic railway!"

The new Retail Management System has quickly won volunteers over. Even the most doubtful volunteers have quickly been won over by its speed and simplicity of operation. Cashing up at the end of the day is much simpler, as the system works out the amounts for credit cards, cheques and cash, and cleverly takes any outgoing payments of expenses (such as postage for mail order sales) into account. The R.M.S. is a great help to stock control – we now know how many of everything we are selling in any particular period we care to enquire about. This has obvious benefits in managing stock levels for things with a limited shelf life such as pop and confectionery. We also know how many souvenirs we are selling. Monitoring magazine sales is much easier, as the till records how many issues of titles such as *Back Track*, *Steam Days* and *Steam World* are sold. All of these means that we only need to manually record sales of rarer national and society magazines. We have no doubt that the R.M.S. will enable VCT to further develop sales in a more profitable and business-like way. We've only just begun!

sales stand with the loco whilst it's on display. Do try to fit in a visit and perhaps you may be fortunate enough to travel behind the loco on the Shildon demonstration track.

Meanwhile, back on the Worth Valley Railway, a VCT coach will be in use on the Vintage Train Sundays, which are every Sunday from 3rd July to 14th August. These trains run in the relief path and use also coaches of the Lancashire & Yorkshire Railway Trust, based at Oxenhope. A brass band is usually in place on Oxenhope platform. We find that these compartment coaches have the much more friendly atmosphere of train travel in the past. There will no doubt be some other one-off specials as with the *Bellerophon* trip which followed the Annual Meeting. Postal prices being as they are it is not financially feasible to do a special mailing (additional to the Newsletters) to tell you the dates of these, once available. We can only suggest that you keep a close eye on our web site www.vintagecarriagestrust.org. Paul Holroyd ensures this shows all the latest news of our Collection and its movements. The web site has many other interesting facets and is well worth a browse.

Remembrance

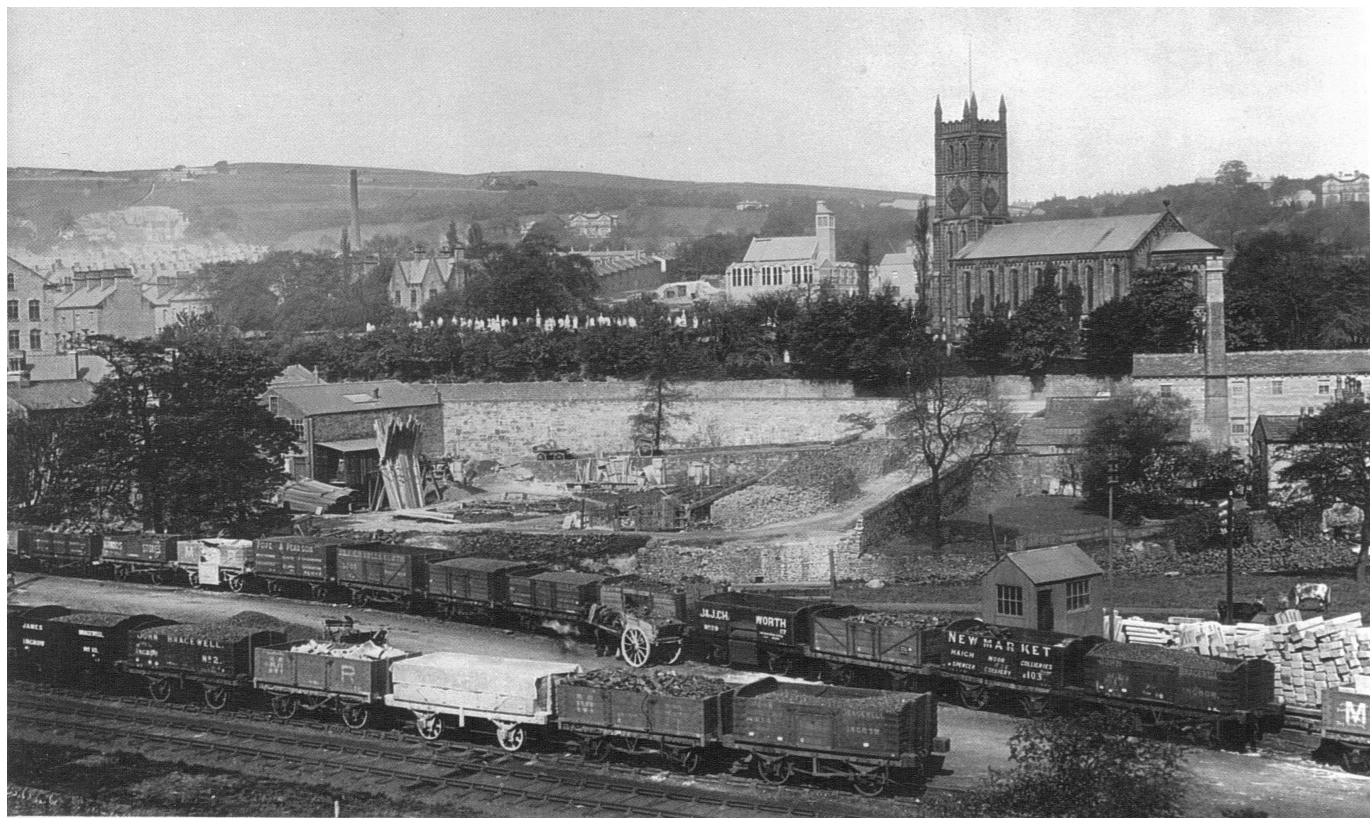
Jim Pickles writes to describe a somewhat unusual event hosted by VCT on Sunday 14th November:

"It all started with the (re)discovery of a plaque dedicated to the fallen in World War I, though it was not then realised that the plaque had been at Ingrow for some considerable time. The plaque was a simple affair, made out of a lump of wood with letters and other relief attached, and painted white. In keeping with the construction of the plaque, a simple restoration was carried out. The letters and relief mouldings were a mixture of brass, wood and string (!) and showed signs of being painted in many colours, over the years. A fairly sober scheme of black letters and green olive leaves on a white background was chosen, and proved dignified.

On the day, a service, led by the Reverend Bruce Grainger, was attended by approximately two dozen people. This included a number of representatives of a local re-enactment society, who were dressed in period clothes/uniform. The plaque was rededicated and a wreath was laid in front of it.

As a result of the restoration of the plaque, some of its history was uncovered. It had originally lain upstairs in Haworth Shed together with a second part. It had been transferred to the display shed at Oxenhope and then moved to Ingrow when the artefacts from there had been put on loan to the Vintage Carriages Trust. Just where it had been since the move and why it had suddenly surfaced in the museum store are quite a mystery, as is the whereabouts of the second part.

The plaque will now be displayed within the museum and hopefully will be the focal point of Remembrance Day services in years to come."



Ingrow Station Yard in "days gone by". Date not known, but note the profusion of Midland Railway wagons (amongst quite a number of different Private Owner wagons). Ingrow Church provides the key to the precise location. Ingrow Station is off-picture to the left, and the Worth Valley main line is nearest the camera.

Thanks go to KWVR Archivist Paul Brunt and to the Railway itself for the use of this photo from the archives.



Above: *Bellerophon* prepares to pull the three Metropolitan Railway carriages from the Museum, prior to the Members' special outing on the Railway, following the Annual Meeting. *Photo: David Kay*

Left: Our Membership Secretary Jeanette Achilles with the coveted "Wallis and Gromit" Award. *Photo: Anon*

Other Notices

Every Saturday and Sunday (and sometimes also during the week, to help cover for holiday absences etc) we need volunteers to look after our sales counter, and our visitors. If you can help even if only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on admin@vintagecarriagetrust.org

Gift Aid. If you haven't yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

CAF 'Give as You Earn' Scheme. Those taking part in this Charities Aid Foundation scheme can make one-off or regular gifts to the Trust by quoting 'Vintage Carriages Trust' and our Registration Number 00230500 on your Choice Form or Coupon. Your support in this way is very much appreciated!

Donations: Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that's "railway" is of interest: railway magazines, books, "railwayana" of all descriptions, and especially model railway equipment for selling through our Shop and the website.

Giving through your Self-Assessment Income Tax

Return. If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust's unique code, which is: FAC78RG. So, please note this number and please consider using it to support our Trust.

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". Information about their major "Centenary" event in 2011 together with opening times for their depot at Longueville is on their website www.ajecta.org. Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail contact@ajecta.org. Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

Data Protection Act. VCT is registered under this Act. The Trust's Membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

Published by the Vintage Carriages Trust (Charity Registered in England No. 510776)
Owners of the Museum of Rail Travel (an Accredited Museum), Ingrow Railway Centre, Keighley

Printed in England by John Brailsford Print (Yorkshire) Ltd, Rotherham

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