

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' UP-DATE: AUGUST 1992

It's been rather too long since the previous edition of the Members' Up-Date - which was dated April 1992. Our apologies for this: the main reason is that Jackie and I spent a rather unexpected, and very enjoyable, three weeks in Nova Scotia. This (and catching up with everything afterwards!) rather disrupted the production timescale - hence the delay.

Enough of the apologies. The last four months have been eventful and positive (well, *mainly* positive) ones for the Trust. Despite the recession, visitor figures at the Museum have continued to increase. The Trust's well-being is dependent also on our two Shops: here, trading has been very satisfactory and continues to make a major financial contribution to the work of the Trust. "Sir Berkeley" has returned to steam and at the time of writing is in useful operation at the Scunthorpe Works of British Steel - congratulations to Terry and Helen Sykes for this (and also on the occasion of their recent marriage!). News on "Bellerophon" is less happy - our efforts to have this locomotive in steam again for this and at least part of next year were overtaken by time, meaning that we now have to deal with a full "ten year" boiler examination before our "flagship locomotive" can again be seen in steam. The First Class Metropolitan coach is fast approaching Bob Timmins completing work on the exterior, and is now resplendent in its lined and lettered Metropolitan Railway varnished teak livery. Work continues very satisfactorily on the Bulleid coach: there is an exciting hire possibility for the Manchester, Sheffield & Lincolnshire Railway coach: we might possibly be obtaining a further historic coach - and we are actively planning our Museum Extension (on a rather shorter timescale than originally envisaged!). And: we successfully Opened the Museum, on a most enjoyable day.

For further details (including of our forthcoming Annual General Meeting), please read on.....

However: first, we take the opportunity of welcoming all new members. Things which need saying (as well as "welcome!") include that, on production of a valid Membership Card, all VCT Members obtain free admission to our Ingrow Carriage Museum (except on rare "special occasions" - this includes this coming August Bank Holiday Sunday and Monday, when as part of the Railway's "Vintage Transport Weekend" there will be extra attractions at Ingrow and the Railway will be making a separate admission charge). Also,

again with the exception of "special occasions" (notably the "Santa" trains) VCT Members obtain half fare travel on the Worth Valley Railway. Usually, if an item of the Trust's rolling stock is at another site, reduced or free admission is available to that site - hopefully, this should include the Greater Manchester Museum of Science and Industry for this Autumn and possibly through to Spring: again, further details are mentioned below. The other Notice to New (and all Other!) Members, as required by the Data Protection Act, is that Members' names and addresses etc are kept on a computer for the sole purposes of the Trust - which includes addressing the labels for distributing this present "Newsletter". If any Member does not agree to this information being so kept, would he or she please contact the Secretary?

Museum: The Opening.....

Well, the Museum is now "officially" open. It has been agreed by all that the 6th June was a "reet good do". The weather was very kind, the cake courtesy of Howard Clough's friend Graham Ablewhite of Speak's Confectioners, Bradford. It was a masterpiece. A large cake with a beautifully iced picture of the Manchester Sheffield and Lincolnshire carriage and the words "Vintage Carriages Trust" and "Official Opening 6th June 1992". It was into this cake that Lord Mayor made a ceremonial first cut to declare the Museum open. Our President Robin Higgins welcomed the Lord Mayor and presented him with a small donation towards the "Lord Mayor's Charity" which concerns recreational facilities for the disabled. It was good that so many of the Trust's members and friends were able to be present and we were also delighted at the very positive response from all those invited whether as members or donors to our many past projects, including the Museum building, and that the Trust was able in this small way to say "*thank you*".

Museum: Life Continues.....

Thanks are due to those who have so effectively looked after the Museum over the Summer. The steady increase in visitor figures is pleasing, as (more importantly) is the fact that the very great majority of our visitors are delighted to see the Museum and what we are doing in it. In particular, the work in progress on the Metropolitan Railway First Class coach and on the Bulleid coach gives our visitors a close view of coach construction and just what is involved in carriage restoration: this close view of work in progress is much appreciated by our visitors. Otherwise, there have been no recent changes of significance in the Museum: Nellie, the Guard, Dr Watson and the others continue to say their pieces, to the enjoyment of all. (All *visitors*, that is: they do get a little tedious if you are working close by them: but you get used to them soon enough!).

The Shops.....

continue very satisfactorily, due to the endeavours of a small number of regular Volunteers, whom the Trust would like to take this opportunity to thank for their time and for their effort. The recession is showing little effect on the Shops' turnover: they continue to contribute handsomely to the work of the Trust. There have however been a few occasions when the two Shops haven't been open when they could have been; and this year they have hardly been open at all often during the "daily running" weekdays of the Railway. This is a problem which we will have to address for next year - it's the sort of thing which, even now, you might like to consider helping with for even a day or two

midweek for next year. (Please write to the Secretary, for passing on to the Rostering Officer - any help would be much appreciated. This may, of course, also include for the regular openings of the Shops - and of the Museum - during this coming Winter, as well as for next year!). Certainly staffing the Shops (and the Museum) continues as a major challenge. Any help you can give here would be much appreciated!

One area we will need to look at carefully is to expand the Shop area of the Museum as part of the Museum Extension project - but this, and consideration of just what we will be selling in that expanded area, will need to wait at least until the year after next.

The Prize Draw.....

The last issue of the Railway's quarterly magazine "Push and Pull" included an article: "Sir Nigel and Sir Berkeley" by Robert Emblin about the unique prize draw which he has masterminded for the benefit of the Trust. The first prize consists of copies of not only the FIRST Impression of O S Nock's book "The Locomotives of Sir Nigel Gresley", but also the SECOND and THIRD Impression, all three being signed by the author. The Trust is very grateful to Robert Emblin for setting this Prize Draw in motion, and for donating this splendid prize. The response has been very good; obviously quite a number of people realise this is a great chance to win these three unique books. The Draw will take place in Ingrow Railway Carriage Museum at 3 pm on Sunday 4th October. Dr John Sagar (Editor of "Push and Pull") and Martin Bairstow - both well known railway authors and photographers - have kindly donated other books as further prizes. John has very kindly donated as second prize a signed copy of his book "Bulleid Pacifics", the latest in the "Steam in Action" series; and Martin has kindly donated two signed copies of his book "Keighley & Worth Valley Railway - a History and Guide". One of these, together with a copy of his new book "The Leeds, Huddersfield and Manchester Railway" (also kindly donated by Martin) will form the third prize, and the second copy of the "History and Guide" the fourth prize. Do come along and witness the draw: and please remember that there is still time to take part in this Augmented Prize Draw by writing for tickets (25p each) to Robert Emblin at 9 Brocklehurst Way, Tytherington, Macclesfield, SK10 2HY: please enclose a stamped addressed envelope. Tickets are also available from the Trust's two Shops or from the Museum during normal opening hours.

As well as being a very worthwhile Draw, this has already made a very useful contribution to the Trust's funds. The support of those who have already supported this Draw is much appreciated - and, with the augmented prize list, now is the time for further support, if you are able and if you wish!

The Annual General Meeting.....

will be held on Saturday 7th November 1992 at 3 pm at the Countryside Centre, Butt Lane, Haworth (by kind permission of David Parsons, of the Countryside Service). Butt Lane is the setted road going steeply upwards above the footbridge over the Railway at Haworth Station - as you go upwards, you pass on the right two buildings which look like schools (one is, the other is Haworth Community Centre). The Countryside Centre is the rather smaller building immediately above the second of these two "schools", set well back away from Butt Lane.

Members may like to attend the VCT Meeting before going on to the K&WVRPS Annual Meeting that evening - to be held at the Holden Hall, Oakworth at 7.30 pm.

To get to the Countryside Centre by car: go up Rawdon Road (which is the Haworth by-pass). Turn right into the rather narrow Butt Lane. About fifty yards down here, the first entrance to the left gives access to what looks like two schools (as mentioned above). Go in here; turn left in front of the left hand one of these two, and then to your right beside it. Park. The Countryside Centre is the raised building now on your left, in the corner. Enter, and go up the stairs.

Light Refreshments (tea, coffee, sandwiches etc) will be available immediately after the Meeting.

The formal Notice of Meeting and Agenda is as follows:

Notice is hereby given that the Annual General Meeting of the Vintage Carriages Trust will be held on at the Countryside Centre, Haworth at 3 pm on Saturday 7th November 1992.

The Agenda shall be:

- 1 Apologies for absence
- 2 Minutes of previous Annual Meeting, held on Sunday 20th October 1991
- 3 Matters arising therefrom not otherwise covered by the Agenda
- 4 Chairman's Report
- 5 Chairman's Business
- 6 Treasurer's Report: also Report of the Covenant Treasurer
- 7 Reports of the following:
 - a) Membership Secretary
 - b) Shop Managers
 - c) Ingrow Carriage Museum Curator
 - d) Ingrow Carriage Museum Curatorial Adviser
 - e) Coaches
 - f) Locomotives
- 8 Elections of: President: up to three Vice Presidents: Chairman: Vice Chairman: Secretary: Trustee: Treasurer: Membership Secretary: up to four Committee Members.
- 9 Appointment of Auditors
- 10 "Any other business" may be accepted only at the discretion of the Chairman.

(For information: the retiring Officers and Members of Committee are: President, Mr R N Higgins: Vice Presidents, Messrs P Eastham, P C Kilburn and V Smallwood: Chairman, Mr C G Smyth: Vice Chairman, Mr P Walton: Secretary, Mr M W Cope: Membership Secretary, Mr M T Loukes: Committee Members, Mrs D J Cope and Messrs J Pickles, T Sykes and P Whitfield. The Trustee retiring in rotation is Mr W H Black. (The other two Trustees are Messrs G Bentley and A Berry. Mr Bentley's period of office as Trustee expires at the 1993 Annual Meeting, and that of Mr Berry at the 1994 Annual Meeting).

All the above are eligible for re-election.

The positions of Curatorial Adviser, Museum Curator and Rostering Officer are Committee appointments and are currently held respectively by Mr K Howarth, Mrs D J Cope and Mr A Berry).

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, VCT. 17 August 1992

And another formal item.....

With the increasing amount of legislation with which the Trust must comply, we need to publish our Health and Safety at Work Statement to all Members - especially (but not exclusively!) to those who do any sort of work for the Trust. So: here it is. Would you mind please reading it?

Vintage Carriages Trust: Health and Safety at Work

Introduction

The Trustees and Committee of the Vintage Carriages Trust consider the occupational health and safety of all persons on its premises to be of special importance. This applies whether they are paid employees or volunteers.

The achievement of high standards of health and safety must always be a prime objective for us all.

The Trust's premises are the Ingrow Carriage Museum and the Transport Relic Shops.

The Trust does not operate trains. The operation of any vehicle owned by the Trust is strictly the responsibility of the Railway on which it is being operated.

Trust Policy

The VCT policy is:

- (i) to promote standards of health and safety that comply with the provisions of the Health and Safety at Work Act 1974 and other relevant statutory provisions and approved codes of practice;
- (ii) to provide and maintain an environment and equipment that are safe and without risk to health;
- (iii) to identify hazards and protect both ourselves and the public from them,
- (iv) to inform those working on the Trust's premises on matters relating to their health and safety;
- (v) to encourage those working on the Trust's premises to communicate any concern about safety matters to the appropriate officer of the Trust;
- (vi) to develop an awareness of responsibility for health and safety in each and every Trust member and employee.

Organisation and Arrangements

Overall responsibility for Health and Safety rests with the VCT Committee.

Local responsibility is delegated to the Curator of the Ingrow Carriage Museum and to the Shop Managers of the Transport Relic Shops. Members and other interested parties are requested and required to raise any queries relating to Health and Safety at Work initially with the local officer and, if no satisfactory resolution can be reached, with the VCT Secretary for the attention of the Committee.

Communication

A copy of this statement will be issued to each VCT member and to every employee. In addition it will be prominently displayed in Ingrow Carriage Museum and the Transport Relic Shops.

C G Smyth: Hon Chairman, VCT. 23 June 1992

Enough of the formalities! Here's some news about the coaches and the locomotives.

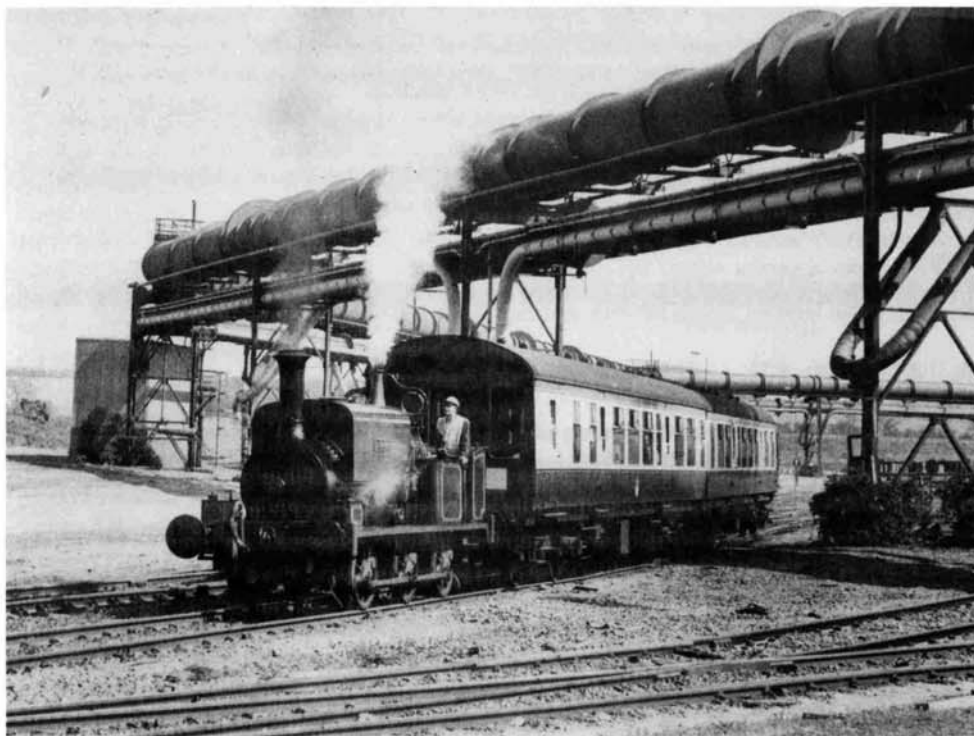
Locomotives: "Bellerophon".....

As far as the locomotives are concerned, the last few months has been a time of mixed fortunes. With "Bellerophon", we just ran out of time. The extra work necessary at York to rectify the cracks found on the centre driving wheel not only cost us a great deal of money but also cost us a great deal of time - sufficient for it to become obvious that we just couldn't complete the required work in time to get any useful amount of work out of the locomotive before the boiler certificate expires and the "ten year" examination becomes

necessary. This was a great pity, and we are sorry to have disappointed in particular the Gloucestershire Warwickshire Railway, who had hoped to have the use of "Bellerophon" for at least some of this Summer. Sadly, the cost of the set of tubes just could not justify getting "Bellerophon" back in steam for just a few months - they would all need to be taken out (and scrapped) before the ten year examination. At present, Terry and Helen Sykes are steadily rebuilding the bottom end of the locomotive and working towards the full examination. This last has now been made more difficult by an apparent requirement from the Railway to remove the smokebox end tubeplate for examination as part of this ten-year examination. It is difficult to see just how, or where (or at what cost) this can be done: discussions continue on this one, and especially with this extra apparent requirement we just can't say when the locomotive will next be in steam. This leaves as the present position that the worn wheel flange and the cracks on the wheels have been dealt with, we have a set of new tubes, the motion is steadily being reinstated, there is no known significant problem with the boiler: but we may have to remove the smokebox end tube plate as part of the "ten year" examination. As they say: Watch This Space.

Locomotives: "Sir Berkeley".....

"Sir Berkeley" also has had his (her?) moments. The problems encountered in the various 'cold' and steam tests were dealt with, allowing "Sir Berkeley" to move to Scunthorpe (the loading being much assisted by Paul Whitfield's endeavours) for this Summer - very nearly on time! Operation at Scunthorpe has been reasonably satisfactory and has produced some fine photographs - including this one by Maurice Burns: to whom (and to the North Eastern Locomotive Preservation Group) our thanks. This shows "Sir Berkeley" at Scunthorpe Steelworks on May 19th, during the first week of its operation there.



The "rail" operations included a visit to the Scunthorpe Steel Gala, on a low-loader - where "Sir Berkeley" was very well received. An early major operating concern about flange wear - we did *not* want a repeat of the problems we experienced with "Bellerophon"! - was overcome by the successful fitting of grease stick lubricators on to the locomotive. In sequence, a blowing mudhole door packing, a worn washout plug, and a fusible plug which refused to seat properly were dealt with. This last two were dealt with at the time of the locomotive's Annual Boiler Inspection. This last presented a few problems, of which communications seem to have been the major difficulty, but (with the attendant engineering work) was in due course satisfactorily dealt with. We must express our especial thanks to the Boiler Inspector, Ian Stocks, for his patience and his positive assistance: to the Railway, for arranging for this necessary Inspection to take place away from Haworth on this occasion: and to all those who have gone over from Haworth to assist with the overall supervision of the locomotive. These include not only Helen and Terry Sykes, but Robin Higgins, John Reddyhoff and especially Eric Wright - thank you, all!

Sadly, changed circumstances at British Steel mean that British Steel has not this year been able to offer the Trust the privilege of a special train behind "Sir Berkeley". Our apologies for this: however, we trust that VCT Members will of course appreciate that this is a matter completely beyond the control of the Trust.

We were pleased to hear that British Steel have just gained a Queen's Award for Industry, and offer our congratulations on this achievement in these difficult times. One side-effect of this is that the return of "Sir Berkeley" will be slightly delayed further, to allow an extra train in celebration of this. However, it is intended that "Sir Berkeley" will be back on the Railway in time for the Autumn Enthusiast's Weekend, October 17th/18th (check this date before travelling a distance!) - possibly to be in steam at Ingrow over that weekend. We look forward to seeing "Sir Berkeley" back again in the Museum at Ingrow, especially as this will be the first time for many years that our three locomotives "Sir Berkeley", "Bellerophon" and "Lord Mayor" will have been all together in the same place for more than a very few hours at a time: it will be very pleasing to see the Trust's entire locomotive fleet all at the same time!

We were saddened to hear of the death of Eric Blake, who (with Terry Sykes and the late Mick Todd) was much involved in the restoration of "Bellerophon", from the first stages onwards - and more recently assisted with the restoration of "Sir Berkeley". We will miss him. We extend our sympathies to his widow and to his family.

(Terry Sykes wishes to write a fuller appreciation of Eric, but is offshore at present - this will be included in the next "Up Date").

Coaches.....

Despite the activity on the locomotive side, it is undoubtedly on the carriage restoration side that most progress has been made in recent months. Progress by Bob Timmins on the First Class Metropolitan Railway coach has been quite spectacular: by the time you read this Newsletter, the coach should be externally complete - lined and lettered in full Metropolitan Railway varnished teak livery. It's certainly well worth a visit!

However, this coach is not likely to see even occasional passenger service at least for a year or two. It's a very long time since the coach last ran in passenger service, and as yet we

have done no work on the running gear and in particular on the brake gear. Perhaps surprisingly, "Sir Berkeley" may be the key to progress here. Members will remember that the agreement by which "Sir Berkeley" has spent the Summer at Scunthorpe was a three-way one reached between this Trust, Scunthorpe, and the British WD Project Group. We provided the locomotive: Scunthorpe will provide a great deal of work on the WD's tender, of which component parts have been over there for some considerable time past: and the WD Group (subject to their final confirmation, which is expected before this Trust's next Committee Meeting in four weeks or so time) will provide labour on VCT projects to offset their "debt" at a notional £10 per working hour, with any deficit being paid by the WD Group to VCT immediately after 31 December 1993. Work which could be within the interests and abilities of members of the WD Group could well include the brake and running gear of the First Class Metropolitan coach (also of the GN and the MS&L coach, both of which need a modest amount of attention). So: to help mobilise the tender of the WD locomotive, our coaches could well be progressed towards once again being in running order!

The Bulleid.....

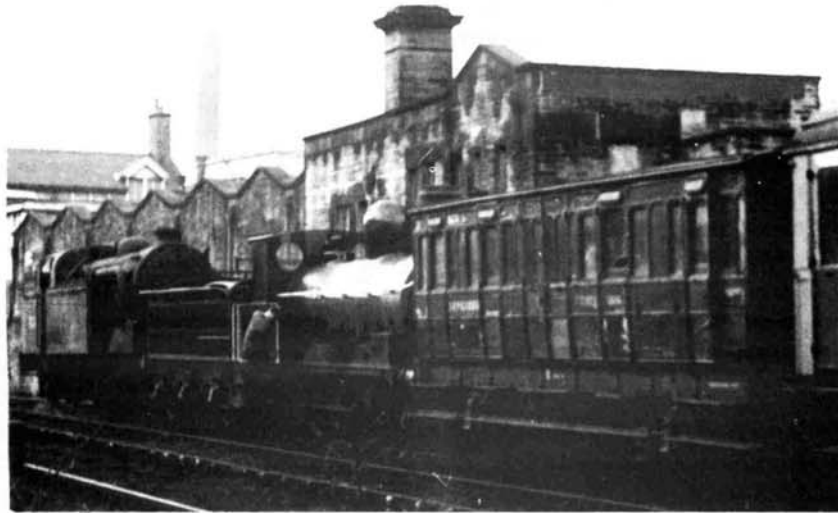
Progress with the restoration of the Bulleid coach also has been proceeding at a very satisfactory rate. Roy Stennett has done an excellent job in completing the (very necessary) rewire of the coach - the magnitude of this job should not be underestimated! The Oxenhope end ceiling has now got to the "pink undercoat" stage. Luggage beading has been stripped and awaits revarnishing before being refitted. The vestibule ceilings have now been replaced, and a great deal of preparatory work has been done on the window top units, and all but one transom bars have now been welded in. Some of the necessary rubber extruded sections required before these window top units can be refitted are proving elusive, but hopefully in the near future quite a number of these will be refitted. As ever, it's the preparatory work which takes the time - but being able to look through the window top units on to a finished "broken white" ceiling, with the lamps energised, will certainly represent visible progress. Much of the progressing of all this work has been in the hands of Michael Walton - keep it up, Michael!

The other coaches at the Ingham Museum have otherwise needed little doing to them. Graham Bentley has however continued with the revarnishing of the water-stained panels of the Great Northern coach, to good effect. This, and the other coaches, remain in good order, demonstrating the importance of that which we have achieved - to get our historic collection under cover and well-protected from the elements.

It now seems highly likely that the Manchester, Sheffield & Lincolnshire Railway coach will be spending some time in Manchester, hired by the Greater Manchester Museum of Science and Industry to assist with the "Opening" of the Planet locomotive replica. There is a possibility of occasional use on that Museum's demonstration trains, possibly on one or more "Sponsorship/Hospitality" trains also. Subject to final agreement, this hire will extend from mid September until Spring of next year - which, incidentally, will provide the necessary space in our Museum for when "Sir Berkeley" returns. Again subject to final agreement, VCT Members will be allowed the privilege of free admission to the GMMSI whilst our coach is on their premises. Especially with the "Underground Manchester", the

Electricity and now the Gas galleries open, a visit to GMMSI is highly recommended and Members may like to take advantage of this arrangement - make sure you have your membership Card with you and please first check that the coach is indeed at that Museum!

Just to remind us how far we have progressed: the photo below shows our MS&L coach on its arrival at Keighley on 20th March 1965, together with the Gresley Society's N2 locomotive and Tony Cox's Lancashire & Yorkshire locomotive 957 (BR 52044). The end of our "South Eastern & Chatham" coach is just visible to the right. The figure is indeed a youthful Tony Cox! Thanks to Clare and Eric Ring and to the L&YRPS for the loan of this print.



Regular working parties in the Museum continue, notably on the **first Wednesday evening of each month**, from about 6.30 pm onwards. These not only produce good progress but are actually *enjoyable* as well: so why not join us, if you live reasonably close to Ingrow? No especial skills are necessary - so just come along! For your diary, the next few "first Wednesdays in the month" are: 2nd September, 7th October, 4th November, 2nd December remember to "wrap up well" for these last, as there is no heating in the Museum! There's nothing like restoration work for keeping warm!

"Cash for Trash" - or "Money from Rubbish"?

Whilst still at the Museum: Members may have noticed a box at the entrance containing empty aluminium drinks cans. The Trust is currently making a small but useful profit from the sale of these. You may leave aluminium drinks cans in this box at any time the Museum is open - unfortunately, we are unable to collect from you. Obviously, we can fit more in the box if they are crushed first - but if you can't, don't worry.

Sadly, steel drinks cans are worth nothing. So, if a magnet will stick to the can, then it is no use. (The door surround on most domestic fridges is a magnet). Other items which at

the moment cannot be recycled by us are milk bottle tops, aluminium pie dishes and pieces of scrap aluminium - so please don't bring these to Ingrow with your aluminium cans! Each aluminium drinks can is worth 0.8p, so why not save yours for the VCT?

Holidays: the Bluebell Railway.....

A Walton family visit (and later a Cope visit) to the Bluebell Railway found our "Chatham" coach still enjoying a leisurely spell on that Railway. It is only used on days when there are two trains running, usually Sundays (but not every Sunday). So, if you are in the area and hoping to ride in the coach, it would be wise to contact the Bluebell Railway (082 572 3777) to ensure that it will be on the train.

In return for borrowing the Chatham, the Bluebell Railway has completely reupholstered all the compartments. This task was completed in early June, and has been finished to an extremely high standard, in a 1930s style moquette. Other work on the running gear and on the internal woodwork has also been done by Bluebell members.

Unfortunately, the paintwork is showing the effects of what happens when a wooden-bodied coach is used even occasionally. Slight movement between adjacent panels and in particular between adjacent "match boards" has caused paint cracking in the joints - some attention will certainly be needed before the coach returns to Ingrow.

Coaches: the Future?.....

Before writing of our Extension plans, we will mention Great Northern Railway Lavatory Brake Composite coach 2856. This was built in 1898, is 45' long, and has two First Class and two Third Class compartments, and a brake compartment. The underframe is of wood with a steel flitch plate on the outside of each solebar. The bogies have Mansell wheelsets. The coach saw final use as a riding van to accompany out-of-gauge loads before being purchased for preservation by the Newcastle Coach Group in 1971. It has been on the North Yorks Moors Railway since 1973: and is now available for sale. Noting that the Worth Valley Railway is probably the preserved Railway most closely associated with the former Great Northern Railway, and that this coach would complement and contrast with our own Great Northern coach, your Committee expressed an interest and asked the Railway's Council for its views on this coach coming to Ingrow. This was put to the last meeting of Council, but shortage of time meant that their decision was postponed to the following meeting (September).

It would seem that this emphasises another aspect of the need for us to extend our Museum as soon as is possible. With our continued good progress in completing coach restoration projects, a viewpoint is that we should also think towards loans and exchanges of our historic railway carriages (and locomotives) to a greater extent than applies at the moment. Also, there are several railway coaches of very great historical importance but in dilapidated condition up and down the country - should we be thinking now towards the longer-term possibilities of taking in hand one or two of these? Should the Great Northern coach 2856 be numbered amongst these? An associated viewpoint (which is not necessarily that of the Trust as a whole - it certainly isn't of at least one of the Trustees!) is that, seen from the Museum point of view, three Metropolitan coaches is overkill as far as our visitors are concerned. Should we be thinking towards finding a suitable alternative location for one of these? Should this be the Met Brake? All these questions deserve consideration, now, as

we plan our longer-term future and as we look towards our Museum Extension plans. Your comments, please?

The above leads fairly naturally towards:

THE MUSEUM EXTENSION PROJECT.....

Mixed news here.

Bradford was not successful this time with its "City Challenge" submission. Obviously, hoped-for possible assistance will therefore not be available from this Fund.

The good news is that financial assistance may well be available from the Bradford Urban Fund - the less good news being that this will need to be for this coming financial year: that is, 1993/4 rather than (as we were originally planning) 1994/5. This poses us with a problem and a major challenge - which is to fund the extension one year earlier, whilst paying off the loans still outstanding for the initial building of the Museum. Urban Fund requirements mean that we need the services of an Architect. We have therefore consulted with Mr Philip Waddington (who, incidentally, is currently working also on various projects for the Worth Valley Railway). All being well, we will have firm proposals within the next five or six weeks. These will also have budget costings, so we will be in a much better position to sort out just what is possible and how to tackle this challenge. In the meantime, can we ask you to consider in what manner you would like to help with this Extension Project, please? We are not asking for any commitment just at present - this will need to follow on from getting these budget-costed proposals; but this Project is of such importance to the Trust that it looks highly likely that we will be going ahead with at least part of the Project during this coming financial year - hopefully with Urban Fund assistance. Could it also be with your assistance: are in a position to assist, please?

The proposals themselves have become reasonably firm as a 100' extension to the rear: an enlarged entrance/admission/sales area: and a monospan side extension on the side of Haggas' Mill the length of the existing building to give space for storage and relocation of the toilets etc. The remaining debate of consequence is just what we do with the extra main-building space. That which looks like emerging is to split the available extra space into public-access Exhibition space and an area which is reserved for working on the coaches etc, with ongoing discussion about the precise split between these two uses and about just what workshop facilities are required for the restoration area.

We must take the opportunity to thank Mr David Francis for drawing up the initial plans for the Extension. This proved absolutely invaluable in giving us the framework around which to think the Project forward: many thanks indeed, David!

Of one thing you may be certain: you will hear more about this Project, which is of such great importance to the future of the Trust!

Regular readers will have deduced that New Technology has assisted with the production of this "Up Date". The increasing membership of the Trust outgrew the capabilities of your Secretary's Amstrad PCW8256 computer, with the result that the Trust is now the proud owner of an Elonex PC325X machine and of Microsoft "Works for Windows" software - both obtained at special "Educational/Charity" rates. This update has certainly made the day-to-day operation of the Trust a great deal easier and has well repaid the (loan-assisted) investment.

The Trust's membership figure has also outgrown using (by kind permission) the Railway's photocopier for producing this "Up Date". This edition is therefore being commercially printed. Please treat this to some extent as a trial run - but we should be pleased to hear your comments.

Incidentally, the Trust's membership is at present standing at 424 members "in good standing" - plus 29 who hopefully will renew in the very near future! (Yes, they have been written to by way of reminder!)

Finally, and for comparison with the recent photograph taken at Scunthorpe Steelworks, the print below (S W A Newton, courtesy Nottingham Local Studies Library) shows "Sir Berkeley" at work in the Nottingham Joint Station excavation site ca 1897.

It is very pleasing, and a tribute to the Trust, that in the Scunthorpe photograph - 95 years on from this one - "Sir Berkeley" is once again *in steam*.



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