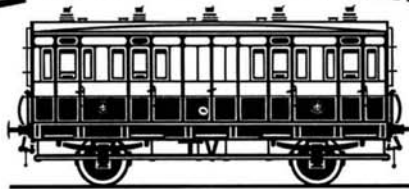


VINTAGE CARRIAGES TRUST



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: MARCH 1993

Firstly, "thank you" to all who have renewed their subscriptions following the note included with the last issue of this Newsletter. This was before Christmas, and so was rather early - so thank you for these early payments, and especially to those who were able to add a donation to their Subscription. This was much appreciated and will very usefully help our work.

Thanks also to our Covenanted and to our Life Members for their continued support; and again especially to those who also have been able to help by way of a donation.

If you have yet to pay your subscription for this year, there should be a note enclosed with this Newsletter. Could you please attend to this as soon as is possible, to save further postages? (And if by chance we've got it wrong, and you have already paid but still receive this reminder note: our apologies, and would you please let us know?)

Regardless of whether or not you have already paid your subscription, you will find a form enclosed with this Newsletter. No, this time it is *not* a request for money (though this is useful!) - it is a request for HELP.

Restoration of coaches and locomotives requires:

- ◆ HELP with the restoration work
 - you do not need to be skilled
 - you do not need to commit yourself to more time than you would like
- ◆ HELP to run the Museum:
 - there are Members who give a week of holiday time
 - one Member gives about five Wednesdays a year
 - another "elder statesman" pops in and relieves the regular helper for half an hour or so on many Sundays
- ◆ HELP in the Shops:
 - again, this may be a very occasional commitment (as long as we can be certain that you will be there!)
- ◆ HELP in collecting cans (see below)
- ◆ HELP in occasionally visiting our coaches and locomotives when out on loan

ALL are interesting in their different ways, ALL can be rewarding, and ALL help the Trust in its work. As you read this Newsletter, please do think about it - and if possible please fill in and return the enclosed form. Thank you!

The Trust has enjoyed a relatively quiet, but very positive, Winter. As expected, there have been relatively few visitors to the Museum. Those who found us continue to be pleased with what we can show them. This is despite the work in progress with the central walkways (of which more below), despite the cold, despite the temporary absence of the MS&L coach - and now with "Sir Berkeley" away, hopefully until the Autumn. (There's more about that below, as well).

The quietness at the Museum has not been reflected in the activity at our Shops, where we have enjoyed excellent trading. This has very usefully helped the financial position of the Trust.

We made our usual "sales and publicity" excursion to the Rochdale Model Railway Exhibition. Here it was very obvious that the recession has left people with much less money to spend "on spec". Nevertheless, the Exhibition itself (and our attendance at it) was quite successful.

Our thanks to all those who have looked after the Museum, or the Shops, or helped at Rochdale - or worked in any way for the Trust in recent months.

Saying "thank you" to those who have helped physically (in addition of course to those who have helped financially) reminds me of a slight hiccup with the last issue of this "Newsletter". Please note that the working evening is the **First** Wednesday evening of the Month, and not as incorrectly noted last time. With hopefully the worst of the Winter now over, we should be delighted to see you if you can join us on the *first* Wednesday evening of the month - or at any time on the *third Sunday* of the month. There's always plenty to do, and no special skills are necessary!

SHOPS

As noted above, the Shops have been quite busy lately. This has been helped by a substantial bequest of model railway equipment for the Trust to sell to raise funds, by two further big purchases of "miscellaneous hardware", and by donations of books and magazines - again, our thanks to those involved. Certainly the Shops are now well stocked and (if we are able to reliably open them) should be of great benefit to the Trust's work over this coming year.

The key phrase here is of course "if we are able to reliably open them". The (fairly) small group of Members who help here (and of course in the Museum) are now sufficient in numbers to ensure that almost without exception both Shops (and the Museum) are open every Saturday and Sunday afternoon - the Shops at least from 12 noon to 5 pm, and the Museum at least from 11.30 am to 4.30 pm during the period of the Railway's Winter Timetable, extending to 5 pm (or later, if possible) during the Summer.

ALUMINIUM CANS

This may seem a strange item to mention in this Newsletter - but it is a surprisingly important source of income for the Trust. Briefly, could you please save all your empty aluminium drinks cans and bring them to the Museum next time you visit? We will then convert them to cash!

So, please check that your cans are aluminium cans (and not steel), and bring them in! The easy way to check is to see if the cans stick to a magnet - for example to a magnetic cupboard door catch, or to 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!

Again, thanks to all those who are already supporting this useful source of income: keep it up, please! (Especially thanks to the eminently respectable gentleman, a pillar of Manchester Society, who was spoken to by the Police as a "suspicious character" whilst gently "wombling" in the litter bins for discarded aluminium drinks cans, for the benefit of the Trust. Fortunately, they believed his story!)

MUSEUM: EXTENSION PROGRESS

Our plans for the "sideways" extension and for the roller shutter door and its associated track have now received the necessary approval by the Railway's Board of Directors - our long-term Lease is of course from the Railway as Landlords. These plans are as described in the last "Newsletter". Planning Approval is expected very shortly. We should then be able to start building. Unfortunately, there is no Grant money available from outside sources just at the moment. This

means that we will need to go ahead using our own funds. Of necessity, this may extend the time scale of the overall project. Fortunately the "sideways" extension is something we can deal with in easy stages. The stores can be built one section at a time. The toilet section and the roller shutter are also items which can be dealt with as and when we have the money available. Hopefully the economic situation of the Country will improve sufficiently to allow us to make further approaches for grant assistance and so speed up completion of this work. In the meantime: it's entirely with us all, as Members!

MUSEUM: OTHER PROGRESS

Committee Member Paul Whitfield has master-minded and has now almost completed a very useful revision to the central walkway in the Museum. This is to reduce the height and to remove one side of the walkway so as to give easy access to the coaches.

This central "platform" certainly has greatly improved access - and has allowed us to dispose of most of the rather inconvenient and unsuitable wooden steps at the far side of the Museum.

We had hoped to improve access to this central platform by providing a ramp (rather than steps) at the end nearer the entrance. However, it looks

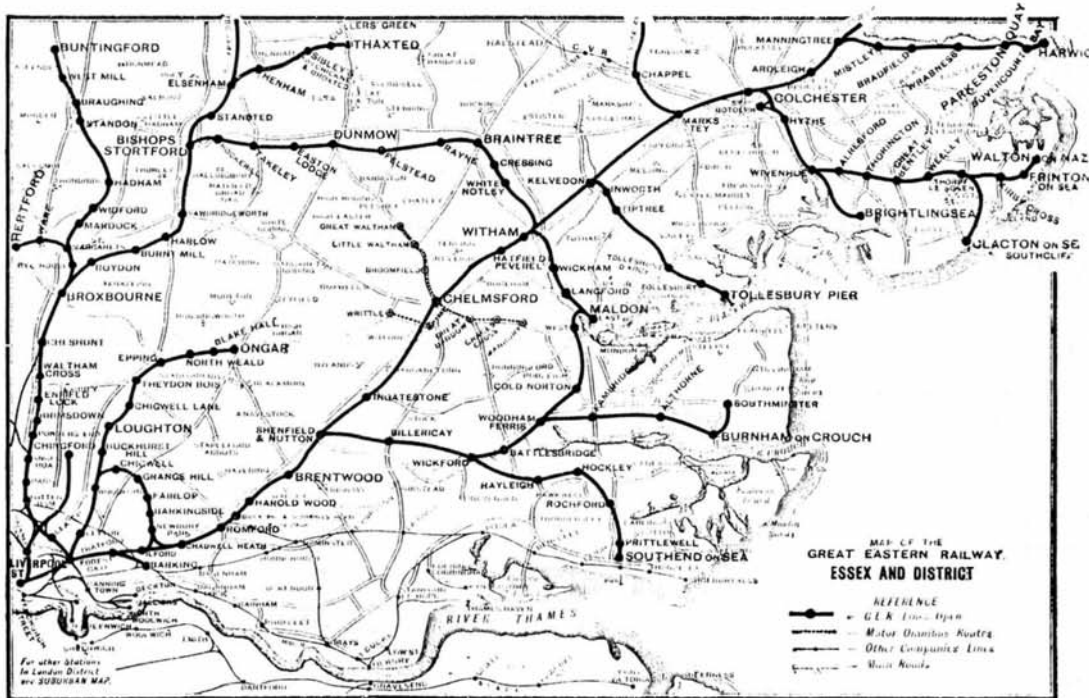
as if there just isn't enough space for this. The requirement is for a 1 in 12 ramp, which would take up more space than we have available: so it looks as if access at both ends will need to be by means of steps.

Also in the Museum, and with much appreciated Grant assistance from the Yorkshire & Humberside Museums Council (for which, many thanks), the Intruder Alarm has been extended to include also Fire detection, with signalling to a Central Station. We have heard of too many historic coaches being destroyed by fire, and are mindful of the way in which any undetected fire in the Museum would rapidly destroy most of our Collection. All but one of our coaches are wooden-bodied, and even that one is wooden-framed - so we are very pleased that we have been able to proceed with this very necessary protection.

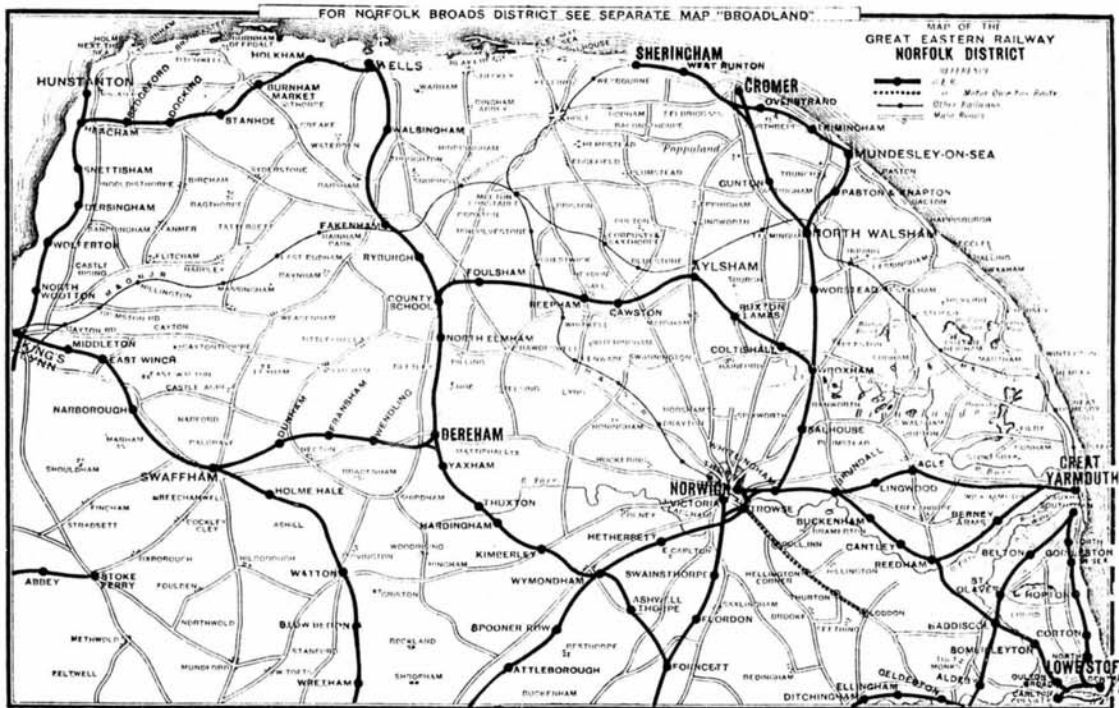
"SIR BERKELEY"

In the middle of last month and after a flurry of preparation activity by Terry Sykes, "Sir Berkeley" moved to the East Anglian Railway Museum at Chappel & Wakes Colne Station, on the former Great Eastern line now surviving as the British Rail Sudbury Branch.

The locomotive's arrival at Chappel coincided



Wm. C. Unwin, Highway and General Geographical Agency.



Wm. C. GOSSETT, Railway and General Geographical Agency

with particularly wet and windy weather. It seems that the EARM's footplate crews were not aware that the locomotive's spectacle plate doesn't provide any significant protection from the weather! They were last heard of organising a competition for the most suitable rainwear for the footplate crews..... Perhaps it's just as well that the Worth Valley Railway's Julie Carter was not available to advise on plastic floral macs, as featured on Noel Edmunds' TV Show "Noel's Addicts"!

"Sir Berkeley" is expected to stay at the East Anglian Railway Museum site until 5th July, when it is likely (but not as yet certain) that the locomotive will move to the premises of the Mid Norfolk Railway Society and the Great Eastern Railway (1989) Company at County School. The maps show the rail location of County School - by road it's not quite so easy!

Again subject to confirmation, "Sir Berkeley" will stay at County School until the second week of September. The locomotive will then return to Ingrow, just before the annual boiler inspection becomes due (28th September).

County School represents the currently-visible part of a quite major project to bring trains back to the Wymondham to Dereham branch. North of Dereham, in the not too far distant past the line continued Northwards as the Wells branch. County School had been the junction station for trains to Wroxham and Norwich via Reepham and

Aylsham On closure of the Wells branch, the track was cut back to North Elmham - from where it is still in position all the way to Wymondham. The present Great Eastern Railway hopes to bridge the half-mile gap between North Elmham and County School during the course of this year

All being well, Members of the Trust will be allowed free admission to the East Anglian Railway Museum and then to the County School site whilst "Sir Berkeley" is there. Please introduce yourself and show your current VCT Membership Card (and in the event of any difficulty please do not pursue the matter too far, but please let the Secretary know!).

Just after "Sir Berkeley"'s departure Southwards, we were pleased to receive just over £1,000 from the Museums & Galleries Commission Preservation of Industrial and Scientific Material (PRISM) Grant Fund, administered by the Science Museum. This represented the final of the several payments we have received from this Fund to assist with the restoration of "Sir Berkeley": we are indeed very grateful for this assistance, which parallels that which we received from the PRISM Fund for the restoration of "Bellerophon".

"SIR BERKELEY AND FRIENDS"

Member Robert Emblin has written "Sir Berkeley and Friends", being a study of Manning Wardle L-Class Inside Cylinder 0-6-0ST locomotives. All being well, this will be published by the Trust and

will be available in the early Summer. We look forward to having this publication available. As well as proving (we trust!) an interesting and a saleable booklet, it will also demonstrate our commitment to the "recording and publishing" aspects of our responsibilities as a Registered Museum.

The price is not yet finalised - advance orders (including wholesale enquiries) are however welcomed, and should be sent to the Secretary, c/o Haworth Station.

BELLEROPHON

We will be proceeding with the required dismantling to allow the condition of the smokebox end tubeplate to be established. This is a precautionary measure and follows problems encountered elsewhere with a locomotive of similar construction. We are pleased that Eric Wright will be able to help Terry and Helen Sykes with this task. Nevertheless it looks as if it could be a year or so before "Bellerophon" can again be steamed. This is of course very disappointing; however, we have to accept the need for this work, and look forward to it going ahead as speedily and as uneventfully as possible.

Constraints of space in Haworth Yard mean that the necessary preliminary dismantling is taking place at Ingrow, with the smaller items being stored under the central walkway. "Bellerophon" will then be taken to Haworth for the boiler to be craned off to be worked on there. (By happy chance, Eric Wright is one of the Railway's Crane Drivers). "Bellerophon" will then return to Ingrow to be stored as a rolling chassis until the boiler is ready to be replaced on to the chassis.

This work adds a further strain to the Trust's already well-stretched financial (and person-power) resources. However, "Bellerophon" is such a special locomotive that your Committee is unanimous in wanting to see "Bellerophon" back in action as soon as is possible.

If you are interested in helping either physically or financially towards "Bellerophon"'s early return to steam, do please let the Secretary know.

ANOTHER LOCOMOTIVE FOR THE TRUST.....

....but this time rather smaller in size, being 3½" gauge. This again is very much a special locomotive: it was built by the late Mick Todd

(who as a VCT Member did so much work on "Bellerophon" and on "Sir Berkeley") and has kindly been given to the Trust by his mother, Mrs Bernice Todd. This live steam model is of a BR Standard Class 4 tender loco. It will hold a special place in the Museum, and in the affections of all Members of the Trust.

At present, this loco lacks its firegrate and ash pan. Eric Wright has taken up the Caretakership of this locomotive; with the likely involvement of other members of the Railway's Locomotive Department (of whom quite a number own models of this gauge) we intend to progress towards hydraulic test and a trial steaming in the not too distant future. Hopefully we should be able to have this loco (and others, privately-owned?) in operation at Ingrow from time to time in the future.

COACHES

Despite the chills of Winter, substantial progress has been made. This applies especially to the **Bulleid** coach. The first of the window toplights was put into its final position in the first week of March. Put this way, this sounds an almost trivial event - but in fact it is the culmination of a tremendous amount of work and represents a significant marker of progress towards the eventual completion of the coach. There remains the little matter of seven transom bars in the wrong position (if only by a fraction of an inch!). These will need cutting out and refixing - but otherwise the way is open for completion of all the toplights at the one end of the coach. Here, the ceiling, lighting and much of the varnishing have been attended to - so completing these windows will allow new lino to be fitted, and then the seating to be replaced.

We have been able to join the Bluebell Railway and Seacontainers Ltd (who operate the Venice Simplon Orient Express) in purchasing moquette specially woven to the original pattern for this coach. This has meant that the setting-up costs for this special weave were shared: otherwise we could not have afforded this and would have had to "make do" with whatever material might become available. Bob Timmins - who last year attended to the varnishing, lining and lettering of the First Class Metropolitan Railway coach, and who works with VSOE from time to time - has

kindly volunteered to bring this moquette Northwards in the next few weeks.

The seating itself has now been retrieved from one of the carriages in Oxenhope sidings, where it has been resting for the last several years. Mainly to allow us to spend time on other aspects of coach restoration and so allow a little speedier completion of the project, we have applied to the Yorkshire & Humberside Museums Council for Grant Assistance towards the cost of upholstering the seating professionally. We await with eager anticipation the result of this application. Just in case we are not successful - is anyone into rather heavy-duty upholstery, and have you lots of free time??

The "Bulleid team" remains small but has been augmented, with about seven regularly involved in one way or another. Our thanks to these (and those others working on locomotives as well as coaches) - especially to those who are dealing with the more mundane aspects: the sanding, the scraping, the cleaning, the coffee making, the (very occasional) washing up..... We are always delighted to welcome other Members, whether they are able to spend a bit of time working in the Museum or have just come for a chat and a coffee. One of the Trust's Senior Citizens is a welcome and a regular visitor, even although he uses the privilege of his yellow badge to park his car within inches of the doorstep! His visits are marked by an increased sale of Kit Kat, and a substantial consumption of coffee. Incidentally, the coffee remains *free* to all Members, whether working or not. Why not use this as an excuse to find out just what is happening on the restoration front - if you find you would like to stay and do whatever you can towards our restoration work or in helping operate the Museum (or Shops), this would be appreciated: but it isn't obligatory!

Steady progress continues with the many minor outstanding jobs on the **First Class Metropolitan Railway** coach. Currently these include adding the final pieces of draught excluding fabric to the doorways, and reassembling the last three door interiors. Final completion is some way off as yet, with much work required on the interior trim of the two compartments at the Keighley end of the coach. For many years past, we have owned a very large tree-shaped plank of walnut: "all" that is needed is to convert this to polished walnut trim for these two compartments. Increasingly aggressive noises from the Bulleid team on the

lines of "it's in the way" mean that it will probably have to be moved from its present location (which is inside the Bulleid coach) in the near future. Whether or not it can be converted to trim for the First Class coach is then mainly a question of finance.

Elsewhere, the **Manchester, Sheffield & Lincolnshire Railway coach** is still in the Power Hall of the Manchester Museum of Science & Industry. Many will have seen this coach's appearance on TV, on the occasion of the official launch of the reproduction "Planet" locomotive - which is the reason this coach went to Manchester this time. Members are reminded that their valid Membership Cards will give free admission to that Museum - but only whilst the MS&L coach remains there. This is expected to be until just before Easter, but (depending on the MMSI's requirements) could be brought forward a little from then. So: if you have in mind to make a *free* visit to that Museum, you had better do so soon!

Incidentally, those with a sharp and a knowledgeable eye will have noted that the small "MS&L coach" logo of our letter heading has been modernised - this is as shown at the top of this Newsletter. Thanks to John Holroyd (the *Shiple*y John Holroyd, not the other one!) for his work here. As you will see, it now shows the oil lamps, the roof vents and the end steps and handrails.

The **Chatham** coach remains on the Bluebell Railway, from where it is expected to return late this Summer or in early Autumn.

There's still no news about precisely when **Great Northern bogie coach 2856** is likely to move from the North Yorkshire Moors Railway to Ingrow. The present owning Group is experiencing some difficulty in extracting it from its present position, which is at the very end of a long line of coaches most of which haven't turned a wheel for many years. Possibilities being investigated include craning, or slewing the track. By happy chance, the Secretary of the present owning Group is very active on the Civil Maintenance Gang on the NYMR. It looks highly likely that the move will take place, but that it will be delayed until "the evenings get lighter".

In some ways, this delay is helpful to us. The Bahamas Locomotive Society is progressing steadily with their new building, with the concrete for the locomotive pit approaching completion.

Until that is done, they cannot complete one particular part of the drainage; and until that is done we can't lay the final piece of track which makes up the planned loading/ offloading point at Ingrow - and until that is done, any coach arriving would have to do so at Haworth or at Oxenhope: both locations present major problems, especially when dealing with something as large as a railway coach.

Hopefully this work at Ingrow will be completed within the next seven or eight weeks. Again hopefully the problems of extracting the coach at High Mill Pickering will also be resolved by then - in which case we should see GN coach 2856 at Ingrow very shortly after that time.

SCAMMELLS, CATTLE WAGONS, CRANES, CONTAINERS.....

This "annexe collection" continues to grow steadily - and cheaply. We are now well on the way to be able to recreate the full story of how the Scammell "mechanical horse" and trailer allowed goods to be transferred from rail to road for onwards delivery, and vice versa. Although their condition means that this is a long-term (and low-priority) project, we now have two containers to go with the Scammell mechanical horse and trailer (on loan from Messrs Tate & Lyle). Soon we should have an "iron fairy" crane, of the type used to transfer containers of this type from rail to road vehicles and vice versa. All we want now is a suitable rail vehicle to go with this - and we've just heard the location of a "Conflat", which would do the job nicely. It would cost money, though; and there is a problem as to where to put it. The Worth Valley Railway is at present trying to reduce the number of items of rolling stock on the Railway, and convincing it of the desirability of acquiring a Conflat would present a major challenge!

Progress with the Scammell mechanical horse unit remains very slow. Hopefully however the Summer should see significant progress. We look forward to seeing it (and the trailer) at Ingrow from time to time.

The cattle wagon body has been carefully measured and photographed and is now in long-term store. The Railway has kindly offered the underframe of one of its redundant oil tank wagons to go with this body: our thanks to the Railway for this. Using this underframe would save expense but would perhaps not be ideal - it is rather narrower than an authentic

cattle wagon underframe. Member John Brooks of Bromyard, Herefordshire, was able to follow on our behalf a reported sighting of cattle wagon underframes lying close to Gloucester Docks. He enjoyed an interesting but in the event not directly productive day, in that these turned out to be owned by (and wanted by) the National Waterways Museum at Gloucester and in any case were not cattle wagon underframes. So, we still seek a cattle wagon underframe: any suggestions, please?

Members S G Jones, C F Colston and D R Westerman wrote variously to report restored cattle wagons on the Severn Valley Railway (at Highley Station Yard: B891054, Derby-built in 1950 to an LMS design) and at the Buckinghamshire Railway centre, in addition to the one at the National Railway Museum. Those at Highley and at Quanton Road had both been cut down for later use as tunnel inspection vehicles and so had needed substantial rebuilding by their present owners. Certainly, whilst not unique, cattle wagons are now very rare and our long-term project is a well worthwhile one.

THE BUDGET

The Chancellor has reduced the minimum "Gift Aid" payment from £400 to £250, with immediate effect. Please bear this in mind if you are considering making a donation to the Trust. Gift Aid is a simple, straightforward and tax-efficient means of making a "one off" donation. The Trust is able to claim back the Income Tax you have already paid, at *no* extra cost to you - so a £250 Gift Aid donation is worth a total of £333.33 to the Trust.

If you pay Income Tax at the higher rate (40%), the rules mean that this £250 Gift Aid donation is still worth £333.33 to the Trust - but you can claim back the extra 15% Tax yourself: so the £333.33 to the Trust costs you only £200. Confused? Ask the Secretary (who *thinks* he understands this) - or your Accountant (who *should* understand this) for further information.

If you would like to take up Gift Aid, please contact Michael Cope, who has the necessary forms - and remember that it's now a minimum of £250, and no longer £400!

25 YEARS OF VOLUNTEER OPERATION OF THE WORTH VALLEY RAILWAY

As you will see from the enclosed Timetable, this year the Railway is celebrating 25 years of

volunteer operation. Events planned include the Spring Enthusiasts' Weekend (24, 25 April); Big Engines Weekend (8, 9 May), Family Weekend (31 July, 1 August); and the Autumn Enthusiasts' Weekend (16, 17 October).

Other events include a MG Car Display at Ingrow, on Saturday 15 May.

VINTAGE TRAINS

You will see from the Timetable that Vintage Trains are planned for Sundays 4 and 18 April, 16 and 23 May, and 3 October - also for Enthusiasts' Weekends of 24 and 25 April and 16 and 17 October.

The Railway's Council recently decided to abolish the supplementary fare previously charged for travel on these Vintage Trains. Trust Members are reminded that their valid Membership Card give the privilege of half-price travel on the Railway; however remember that this privilege may be withdrawn on "special occasions" (which may, or may not, include Enthusiasts' Weekends).

26 (OR 27, OR 28?) YEARS OF VCT

Vintage Carriages Trust also has been going quite a long time. There's some doubt as to just when the Trust was founded - but this was probably a year or two before the Railway's Opening.

As part of the overall celebrations of 25 years of the Railway's operation, we would like to put on a

small display in the Carriage Museum to show something of the contribution of the Trust to the Railway as a whole over the last 25 (or more) years. If you have any suitable items - early photographs, for example - which would help here, could you please get in touch with Jackie Cope, either on 0535 646472, or via Haworth Station?

PUBLICITY

Subject to the constraints of weight and of postal charges, you should find also enclosed with this Newsletter a number of our own Museum publicity leaflets. Please use these as usefully as you can - we need paying visitors to the Museum, which will in turn allow our restoration and other projects to go ahead more speedily!

Further supplies of these leaflets are of course readily available on request - so if your local Tourist Information Office would like supplies, please ask for a supply to be sent - or (preferably) please collect a suitable number when next you visit the Railway. These leaflets are kept in our 5 Mill Hey Shop at Haworth and are available from there whenever the Shop is open. If you can take small supplies to local hotels, pubs, dentists' and doctors' waiting rooms etc would you please do so? At least one Lancashire Member makes a point of keeping his local barber's shop stocked up with our leaflets - is this the sort of thing you too can do, to help the Trust, please?

And finally.... the former scene just outside what is now the Trust's base at Ingrow Railway Centre:

Michael Cope
Hon Secretary: VCT
18 March, 1993

