



# Vintage Carriages Trust

## Members' Newsletter: March 1997

It is difficult to know where to start this *Newsletter* as there is so much activity in the Trust at the moment. We are seeing progress and good news in several areas and an air of optimism prevails.

It is also interesting to note how one piece of news seems to lead on to another. Those who have read in the railway and other press of the arson attack on our Great Northern coach No. 2856 may find this rather positive introduction a surprise. We work on the two principles that "it is an ill wind that blows nobody some good" and "most clouds have a silver lining"; so we will let Jackie Cope report the saga at the start and get the depressing news out of the way.

### 'Vandals Torch Victorian Carriage'

- so ran a news item in the local press. The item referred to our Great Northern Railway coach No. 2856.

It was a particularly foul evening in the week before Christmas when the Cope household received a call from Stuart Mellin, Ingrow Stationmaster and the 'call out' person for Keighley Station. He had received a call from the Keighley Fire Service - 'our Great Northern coach had been torched'. He had just returned from the scene and reported the gloomy news to us as his first task. It was with sinking hearts that both Michael and I decided we must brave the elements and go to Keighley and look for ourselves. The sleet was driving horizontally as we arrived. The scene was dark and quiet; the coach stood in the gloom of the headshunt along with several other vehicles. They had all been shunted there out of the way by the Railway to make room in the siding at Ingrow where it normally lives. Filming on the Railway was the main factor in the move.

Michael peered at the coach with the aid of a torch. We had expected to see nothing but wheels

and underframe. As you will see from the photograph, we were heartened to see the great majority of the body was still there. The main area affected was the Guard's brake compartment. It was obvious that the fire had started in that section, which was either in use as a shelter or for more devious activity, or was mindless vandalism.

Daylight revealed that it was indeed the area of the Guard's van that was damaged. Worth Valley Railway personnel were very helpful in getting the coach back to Ingrow. A team of VCT members then dealt with the damage, cleared half-burnt debris from the coach, and again covered it with protective tarpaulins. Smoke had affected the compartment nearest to the Brake - but it could have been a lot worse, and the coach was still very restorable.....

It was decided to have a major clear out of the remaining loose items in the coach, which were either put into store or disposed of as appropriate. A quantity of seating, not really appropriate for the longer-term restoration of the coach, acquired whilst the coach was located on the North Yorkshire Moors Railway, was very suspect in terms of infestation and was disposed of. The coach was then again sheeted over and put into the far siding at Ingrow.

This sorry saga does not end there, for on the night of 23rd January it happened again! This time, the fire was a very small one and was soon brought under control. Damage this time was very minor, being restricted



almost entirely to the covering tarpaulins. It is, says our Insurance expert, quite common for a repeat attack to take place. The coach was once again moved to (we hope) a safer haven. Graham Bentley in particular receives the Trust's thanks for his efforts along with others on both occasions. The coach is still very much a viable restoration project, and the good news is that all this saga does coincide with an opportunity to obtain the teak panels necessary for the external restoration of the coach.

Material, administered by the Science Museum); and will include asking all those who have an especial interest in seeing this coach restored to its full glory to consider how best they would like to assist towards this. More in our next issue!

## Progress with the Museum Extension

All the above has of course highlighted the urgent need for *secure undercover accommodation* - the importance of which is increasing day by day. It is because of the

urgency of getting our valuable collection indoors where it can not only be worked upon but also where it is safe from mindless acts of vandalism that has driven the Trust's thinking and its plans over the past decade. Progress has been very much on course until the recent very strong winds have slowed the work of those putting the cladding panels on to the new roof and side frames. These large panels are not easy to handle in the gusty conditions which have recently applied.

Philip Waddington, our Architect, has organised a site meeting once a fortnight. This is held in the

cosy confines of the Builders' site office. Bob the Builder (Stainforth Builders' site agent) - so christened to sort him from Bob the Museum (Bob Stott, our mid-week and weekend volunteer in the Museum) - produces coffee and biscuits to keep everyone sweet. Each time we go to a meeting we are amazed at the transformation of the site. The mud fields pictured in an earlier *Newsletter* have been replaced by neatly laid out foundations, with steel work rising while you watch, followed recently by roof and side panels. Inside the present Museum a concrete base for the new central walkway is in place awaiting the construction of the walkway itself.

The first Invoices are gradually filtering in and we are once again made aware that we have been very fortunate to receive Heritage Lottery Fund and Keighley Single Regeneration Budget grants. However there is still a substantial amount for a small Trust like ours to find from our own resources in terms of money and volunteer labour. This latter was boosted by the Central Walkway Flag Lifting exercise of the 'First and Third Wednesday evenings' working team. All those present will tell you that these flags were of the heavy paving, and not of the waving variety!



Following all this, we are trying to speed up the various movements of our coaches to allow us to put this Great Northern coach into our Museum. Once there, we will be able to properly assess not only the damage but just what is required for the complete restoration of this coach.

These acts of vandalism have probably helped very usefully towards an early start to this restoration project!

Continuing problems include those of finance. Whilst the coach was insured, the insurance money does of course cover only the fire damage and will be modest by comparison with the total cost of restoring it fully. As an indication: our plans are to obtain new teak to replace the lower panels all the way round the coach, and to use the teak displaced from here (together with some other panels in stock) to make good the upper panels. The cost of the teak for these lower panels alone is expected to be in excess of £3,000! We are however determined to progress this work, and will have to find the money one way or another. This will include an application for Grant Aid to the PRISM Fund (the Museum and Galleries Commission's Fund for the Preservation and Restoration of Industrial and Scientific

*Writing of the extension leads on to:*

## **The Extension Appeal**

Our thanks to **all** those who have responded to the Extension Appeal - either through the Appeal to members or using the leaflet inserted into the Worth Valley Railway's *Push & Pull* magazine, or otherwise.

The Appeal is about half way to its target of £15,000. If you can help it further on its way and have not already done so, please send your donation - by cheque, postal order or Credit Card - *now!* It may be that you have not yet got round to renewing your Membership. If this is the case than the two can easily go in the same envelope and Jackie Cope as Treasurer will be glad to receive them.

*This in turn leads on to:*

## **Membership**

Renewals for 1997 have been coming in thick and fast - if yours is still outstanding you will find a further reminder in this *Newsletter*. We would appreciate your continued Membership: and if you can add a donation for the work of the Trust generally, that is a bonus!

*VCT Trustee Paul Holroyd sends:*

## **An S O S call: 'Staff Our Shops'**

"Members may be under the false impression that Ingrow is always awash with volunteers. This is definitely NOT the case. Not every member of our mid-week team is able to attend Ingrow every day. We do need your help (midweek, or at weekends) whether once a month or for a couple of days during you holidays. We have three shops and a Museum. There are working evenings on the first and third Wednesday evening each month. We currently have just a small number of faithful volunteers to roster for our three shops and the Museum itself and this includes committee members with additional VCT calls on their time.

We do have members who come for a morning or afternoon and sort magazines at the museum under the guidance of David Hemingway. There is the Garthwaite family contribution of weekly towel washing. This is a very necessary task in a Museum with four toilets and wash rooms not to mention the shower, which gets used on working evenings. Another vital task also carried out by members of the junior branch of the Garthwaite family is the sticking of labels on to your *Newsletter* envelopes. Great pride is taken in the neat appearance of your address label!

Our shops at Haworth and Keighley are open at weekends from 12 noon to 5 pm. If you are able to help with shops or with Museum-minding please make Jim Pickles' day and ring him on 01535 603379 (evenings). If you are interested in working on any of the restoration jobs on loco or coaches or are able to join the 'First and Third Wednesday Evenings' team please ring Michael Cope on 01535 646472."

The shops are vital to the Trust as its major sources of revenue. We are very grateful to those who not only man the shops but take the trouble to manage, sort, tidy, receive donated items and sort many other areas of the day-to-day activities of our organisation. It is only through this type of unseen and often unsung activity that the Collection can be preserved, restored and displayed or operated for the pleasure of all. We are also grateful to all of you who have donated books, magazines, hardware, old tickets and paperwork etc. Magazines are very welcome, especially those from the earlier years and the very latest. Unfortunately we do get a great number of the 1970's and 1980's which do not move as well. Please do not waste your money posting heavy magazines of those years to us. However, we may be able to use them to fill gaps in our stocks if they are delivered to Ingrow.

*And now: the Collection. Firstly, the locomotives:*

## **Bellerophon**

*Apart from writing SOS notices about our volunteer situation, Paul Holroyd also deals with the hiring out of our Collection. He writes:*

"After its last period of use in October, *Bellerophon* has spent much of the winter hibernating in Oxenhope museum where Terry Sykes has been able to do some work on the brakes.

It has come out of hibernation for two reasons. It is hoped that all being well with a test steaming on Tuesday 18th February [yes: it took place; and all was well!] *Bellerophon* will take part in the **KEIGHLEY 150** celebrations on 16th March. As well as *Bellerophon* conveying the Lord Mayor of Bradford from Ingrow Station to Keighley (see below), there will be a rare opportunity for members of the Trust to travel in and behind parts of our Collection."

*The Midland Railway reached Keighley 150 years ago. As with so many small rural communities across the country, this was to have a major impact on the growth of Keighley. Graham Mitchell (Chairman of the Keighley & Worth Valley Railway Preservation Society) has brought together people in the area to organise a series of events over the year. **March 16th 1847** is the day on which the Railway opened with celebrations which sound to have been the sort that only the Victorians could have organised. The Vintage Carriages Trust was asked if we would provide a train on **Sunday March 16th 1997** to transport the Lord Mayor of Bradford from Ingrow to Keighley.*

*The train the Trust is providing will all being well consist of 'Bellerophon', our Manchester Sheffield & Lincolnshire coach and our East Coast Joint Stock Coach No. 143. The Mayor will be transported to Ingrow Station in a coach and four, and will then board our train for the journey to Keighley. The outing will provide a very rare opportunity for all to see these unique Victorian vehicles in action.*





This is the 'Keighley 150' logo. Behind the wording is a contemporary drawing of the original Keighley Station, situated on what is now Sainsbury's car park.

*Once the work of transporting the Lord Mayor is over, the Railway has agreed to the train doing a 'VCT Special' one round trip up the branch. Ordinary passengers will not be allowed to board this train. Members may wish to travel on or to photograph the train, and are asked to have their VCT membership cards with them to be allowed to board.*

*This is a wonderful opportunity to take a special free trip on the Worth Valley behind the second oldest working steam locomotive in the country in coaches which only usually sees use in films and TV.*

*So book the 16th March 1997 in your diary now.*

*Obviously with a locomotive of the age of 'Bellerophon' there can be no guarantee that it will behave on the day - we can only wait and hope for the best!*

*Bellerophon* is also due to also put in an appearance during the Worth Valley Railway's "Enthusiasts' Weekend" on 3rd, 4th, and 5th May - somewhat obscurely entitled in the WV timetable as "Back to the Past with the Railway Children". It is also hoped that *Bellerophon* will haul our South Eastern & Chatham coach with others on the Railway's Vintage Train Sundays of 11th and 18th May.

If the loco has behaved herself she will have earned a holiday in the sun and will be travelling south to the Kent & East Sussex Railway for the summer months. *Bellerophon* will hopefully be at Tenterden from early June to early September. Contracts have not yet been finalised, so please phone the K&ESR if you are planning a visit especially to see the locomotive. The phone number is 01580 765155. Tenterden is easily accessible by public transport. Catch a Connex South Eastern train from London Charing Cross to Ashford (Kent), then take a Stagecoach East Kent route 300 or 400 bus to Tenterden.

The K&ESR was built as a light railway and has a splendid collection of carriages. They have excellent facilities for the disabled, and their cream tea trains can be recommended! More details of this in our next *Newsletter*.

## **Sir Berkeley**

Meanwhile, *Sir Berkeley* has spent a comfortable winter among its Leeds-built friends at the Middleton Railway. Ian Smith, also Leeds-built, and who is Chairman of the Middleton and also a VCT volunteer, writes:

"Our historic Manning Wardle has spent a fairly quiet winter at Middleton, but has now begun to experience a somewhat hectic bit of activity of late. The Middleton decided that *Sir B* should be inspected prior to any hiring of the locomotive later in the year. Thus it was that Middleton Railway Engineer Nigel Crowther stripped her down, to find a fair amount of rubbish in the firebox. Closer examination and investigation has led to the conclusion that the loco has seen at least two different types of water and water treatment whilst in the Netherlands and two types of water (Yorkshire and Kielder) here in Leeds. This has caused some slight descaling of the boiler, nothing dramatic, but interesting all the same!

The actual boiler washout was undertaken on 2nd February when the Chairman of VCT (Trevor England) and the Chairman of Middleton (myself) did the deed, ably assisted by the much thinner Neil Bentley, who was the only one of the three able to get underneath to actually rake scale out of the firebox front mudhole door! The boiler is now as clean as a whistle and was inspected on Friday 7th February. The engine will be test steamed shortly."

This year *Sir B* will sport two replica worksplates and two new lubricators for the valve and piston rods. The former are courtesy of Ian Smith, the latter are thanks to Phil Jervis. Also new for this year is a new lubricator for the steam brake, which will make that item somewhat more reliable than henceforth.

*Sir Berkeley* will be in use on the Middleton over the Easter period and about once a month otherwise. Ian Smith (0113 2711089) will be delighted to confirm operating dates. Middleton is quite unlike any other preserved railway and is well worth a visit. *Sir B* fits in very well with the Middleton's size and with their policy of using predominately Leeds-built locomotives. The walk from Park Halt to the cafeteria by the lake is enjoyable especially on a sunny day! Remember that VCT members do have special concessions at Middleton as long as the locomotive is on that railway.

*Which brings us to :*

## **Sir Berkeley's travels**

Our locomotive will be at the North Norfolk Railway between 28th April and 9th May. Any members wishing to see *Sir Berkeley* at Sheringham are advised to telephone the NNR on 01263 822045 to check steaming days. *Sir Berkeley* should then return to the Middleton Railway in mid-May, and is likely to be steamed there once a month. There are further negotiation in progress with the Mid Norfolk Railway who wish to hire *Sir B*



*Sir Berkeley on the Middleton Railway, 22nd September 1996*

*Photo: Tony Bond FRPS*

for the whole of August. The Mid Norfolk Railway Preservation Trust is based at Dereham which is would you believe in mid Norfolk! At the moment their line runs from Dereham toward Wymondham.

We will keep readers informed as plans for the use of *Sir Berkeley* are finalised.

*As reported above 'Sir B' will first of all go to the North Norfolk Railway. 'Sir Berkeley' will not feel lonely there, as he will be joined by the Trust's coach:*

### **Metropolitan Brake Third No. 427**

This is at the moment the least visually attractive of our three Mets. The North Norfolk Railway asked if they could borrow one of the Mets and on being offered the Met Brake offered to paint its exterior. A deal has been struck with the NNR Carriage & Wagon Department. VCT will be paying for this job, and will be providing the paint; but the cost will be offset by the hire fees for this coach whilst in use on the North Norfolk Railway. We are delighted that this will enable this much-needed job to be tackled. A flying overnight visit to Haworth by three members of the NNR C&W team confirmed to our satisfaction that the job is in the hands of an interested and very competent team.

The coach will be repainted in 'London Transport Metropolitan Line Brown'. This sounds to be a very simple and straightforward statement. It is now very many years since the Metropolitan carriages were entrusted into our care, and several years since the Met Brake in particular received a repaint. In an ideal world

we would have been able instantly to look up the colour of the last repaint and the supplier and be able to order some more paint. The supplier we find has gone out of business and the colour number is not to be found anywhere. At this stage Paul Holroyd, as our man in London, was sent on a trail of investigation worthy of Sherlock Holmes himself. It all started with a letter to the London Underground Railway Society. This was followed by enquires to London Transport personnel met at a visit to the London Transport Museum Reserve Collection during an AIRPS Annual Meeting weekend. One of the LT men, Bob Bird, suggested looking up the address of MLT Productions of Stoke Poges in Ian Huntley's 'The London Underground Surface Stock Planbook 1863-1959'. The book is in our library at Ingrow and the address was quickly found. A letter asking for advice was written and much to Paul's joy was answered by return by Ian Huntley himself. He suggests that the Mets were painted with BS 381C-489 'Leaf Brown', but that in their final years the carriages were painted with a darker paint "because it covered up defects more easily" - this was BS 381C-412 'Dark Brown'. The red for the brake end is BS 381C-593.

The investigation did not however end there. Bob Bird of LT Museum then phoned to say that he had investigated further and suggested a visit to the LT Research Laboratories to check colour samples. These samples are kept in the dark and in a fridge to minimise any change in colour due to heat and light. The visit to Eddie Tucker at the Research Labs proved most

interesting, Paul spent fifty minutes looking at samples. The elusive 'Bullock Brown' which had been mentioned by many on the way, turns out not to exist! There is however a Bullock *maroon*, which was used for painting locomotives. It was confirmed that the two codes already mentioned were somewhere near the colour required.

Following all this investigation our intrepid sleuth recommends BS 381C-489 'Leaf Brown' and BS 381C-593 'Rail Red'.

The results of this planned re-paint will be enjoyed first on the North Norfolk Railway itself, as the coach will see use on the NNR with *Sir Berkeley* between April 28th and May 9th, returning to act the vital role of Annie (or is it Clarabel? - any four-year old child will tell you!) at the Worth Valley's Thomas weekends on the first two full weekends in June.

During the past winter Michael Cope with help from others has managed to complete the restoration of the interior of another compartment on the coach. The ceiling has been stripped and re-painted and the woodwork taken down, stripped and re-varnished. That is two compartments completed - well, *almost* completed - and five to go over a period of some years! Restoration work is not for those who like to see things happening quickly!

This slow but steady progress can be seen also in the **Bulleid coach** which stops for a while and then takes up again. Work on the window apertures and the top-light assemblies has started. Stan from the mid-week team (recently with us again for at least a few weeks) is progressing work on the floor. Dave (also mid-week team) is still progressing fiddly pieces of upholstery when he has a few moments.

Paul Kirkup, Caretaker of the **South East & Chatham coach No. 3554**, is concentrating on routine maintenance and general tidying of worn varnish etc.

John Heaton, having recently been appointed Caretaker of the **Nine compartment Met**, has found that it has now disappeared to Oxenhope until the Met Brake leaves our Museum. He like others will be pleased when all our coaches can be under one roof.

The luggage racks on the **First Class Met** are still not finally in position but are well on the way. Michael Cope, Caretaker of this coach, is another looking forward to the building project being finished, and work on coaches becoming the main instead of the secondary activity of the Trust.

Many others echo this view especially Membership Secretary Philip Walton. His Caretakership of the **MS&L coach** has had to take second place to many other jobs around the Museum building, ably assisted by his right hand man John Wallis. John himself is otherwise far from idle helping to man the Museum shop, finding time also for other fascinating jobs like can crushing and sorting.

*Now for something completely different:*

## Display cases

The Trust has been most fortunate in obtaining a number of display cases as a donation from the National Railway Museum. These are similar to ones in use at the NRM but are surplus to their requirements.

We had never even considered the possibility of having cases of this type because of the exorbitant price of even one case. Now we have fourteen already in position (but not yet commissioned)! They are in need of up-grading in terms of security and an application for a grant to assist towards this has gone to our Area Museums Council. We should hear whether or not this has been successful at the end of March. The cases will be renovated whether or not we obtain this grant though obviously the grant would be *very* useful. The frames of the cases have already been erected by Dave Hemingway on the railway side wall of the Museum. This allows us to see how much display area has suddenly become available, and that is where members may be able to help the Trust in a different way.

We have a lot of treasures relating to railways in general and our Collection in particular squirreled away awaiting suitable secure display. We are sure also that members may have items which they do not want to see or give away but would be happy to see out on display for the enjoyment of all. At the moment we do have two lamps and a set of small railway awards owned by members on display. Rostering Officer and Committee Member Jim Pickles loaned his collection of models of Worth Valley locomotives for display a few years ago.

There are a lot of subjects we would like to cover in display including booking office items, different types of ticket clippers, uniforms, caps, badges, buttons, Coats of Arms - there are many other possible items which would be of interest to the visitor. The Met coaches bring in displays of wartime items. Baker Street on the Metropolitan line and our sound presentation of Sherlock Holmes suggests a display of books, a deer-stalker hat, a Meerscham pipe. Can you help with these; or have you any ideas of your own?

One display will be on the history of the Worth Valley Railway. We have recently received some early Worth Valley Posters advertising the special Open Days and exhibitions of 1965 and 1966. Thanks are due to Ralph Povey (President of the Worth Valley Railway) who donated these.

The National Railway Museum has asked only one favour and that is that they be allowed to mount a display in one of the cases. This may be a full place setting of Great Northern Railway china, cutlery and glass ware. Obviously this display will include also some advertising for the NRM.

Do please consider whether you have any railway-related items which may be appropriate and which would fit into our new cases when finished. Please



contact Jackie Cope (01535 646472) if you would like to offer items and you can then discuss with her their appropriateness.

*Which brings us on to various other reminders:*

### **Aluminium Cans**

Consumption of the contents of cans and therefore the numbers coming in seem to have slowed during the cold weather. Do keep them coming in as they are a valuable source of revenue. If you have a few minutes to spare, call in and join the "Ingrow Can Crushers" - it could become the new craze!

### **The Reference Library**

Our Library is steadily growing thanks to the donation of books from a number of members. Peter Butcher (Librarian) will be pleased when this is safely set up in the upstairs room. The library relates primarily to all aspects of railway carriages, but also includes some books concerning locomotive restoration.

### **Half Price Travel**

On production of a current Membership card members can gain half price travel on the Worth Valley Railway. This does not apply to "Special events" and it is always best to first check with the Railway. If you have any problems at other normal times please let the VCT Secretary know.

### **Data Protection Act**

The Trust's Membership records are kept on a computer. They are for the sole use of the Trust and are not made available to outside bodies. If nevertheless any Member does not wish his or her records to be kept in this way, would he (or she) please contact the Secretary.

### **Multiple copies of the Newsletter**

Normally we send only one copy of each *Newsletter* to families and others living at the same address. Should you wish to receive more than this one copy, please let the Secretary know.

### **Charities Aid Foundation**

Our Charities Aid Foundation 'Give as You Earn' Registration Number is 00230500. Those Members who take part in this CAF scheme as part of their pre-tax Payroll Giving may like to note this number and to consider making gifts to the Trust (either as a 'one off' or on a regular basis) via this scheme. All that is necessary is to quote 'Vintage Carriages Trust' and the number 00230500 on your Charity Choice Form or Coupon.

### **First and Third Wednesday Evenings: also Saturdays and Sundays**

A pleasing amount of work is steadily getting done at the Museum on our Wednesday evening working parties, also on Saturdays and Sundays. The Wednesday evening parties are the *first* and the *third* Wednesdays of every month, from about 6.30 pm onwards. If you can join us for any of these, please don't hesitate to

come - there's work for everyone! If however you would prefer to come to do some work on a Saturday or a Sunday, would you please check first either with Michael Cope (01535 646472) or with Bob Stott at the Museum (01535 680425), so that we can make sure that the necessary kit etc. is available for you?

Alternatively, please have a word with the Caretaker of the coach or locomotive on which you would prefer to work - but please note that several of these are under 'ongoing care and maintenance' (which translates to keeping reasonably clean) rather than more active restoration just at present.

### **Shops: items for us to sell, please**

We are always on the lookout for **items to sell in our Shops**. Anything - so long as it is *railway*-related, please! So: if you have railway books, or videos, or any items of hardware (trespass plates, cutlery, pay checks: just anything!) which are surplus to your collection, we should be pleased if you would like to consider giving them to the Trust for us to sell to help towards our building, conservation and preservation work. Should you prefer, we are happy to make cash offers as appropriate (but we regret not for relatively recent magazines). By the same token, if you know of anyone else's collection which may become available, please let us know - we have an urgent need to keep all three of our Shops well stocked and trading profitably!

### **Twin Happenings**

We referred in error to "[Alan Pegler's 'Along Different Lines'](#)" in the last issue. [Richard Pegler](#), Chairman of 'Along Different Lines', pointed out this error and asked for this to be rectified. Our apologies for this slip of the keyboard.

Richard Pegler also advised that ADL's participation in the AJECTA railtours may in future be confined to joining them for their annual 'Champagne Express' as, he says, the content of their tours tends not to be focused on the avid rail enthusiast, but more on the tourist, with steam thrown in as a bonus.

Thus far, we haven't yet heard of the railtour plans for 1997 of our French 'twins' AJECTA. Hopefully we will have these in time for the next edition of our *Newsletter*

### **The Shops**

Further volunteers to help with the our very necessary work in our Shops would be made very welcome. The Shops represent a major source of income for our Trust and we need to do our very best to make sure that both the Haworth and the Keighley Shop, as well as the Museum Shop, are open reliably and regularly throughout the year. If you would like to join the team of volunteer Shopkeepers, would you please contact Jir Pickles, either by leaving him a note at any of our Shops, or by writing to him at 78 Malsis Road, Keighley, West Yorkshire BD21 1HN. His telephone number is 01535 603379.

## Friends needed for Thomas Weekends

The Railway is holding this year's 'Thomas the Tank Engine Extravaganza' events on Saturdays and Sundays June 7th & 8th, and 14th & 15th. Building on the success of previous events, these weekends should prove *very* popular, with the first visitors arriving as early as 9 am. We need *as many people as possible* to staff Ingrow during the Thomas days, please. So, if you can help - even for only half a day, or for a couple of hours - please get in touch with our Rostering Officer, Jim Pickles.

We need people to patrol our Museum and to chat with visitors as well as staffing the Shop, and obviously we would like each of our volunteers to be able to have a break during the day.

## From the archives.....

"VCT News.

Newsletter of the Vintage Carriages Trust. Published by the Trust at Haworth Station, Haworth, Yorkshire.

No. 1. June 1972.

Chairman: J A Cox.

Secretary: R Higgins.

Sales Secretary & Treasurer: W G S Henderson.

Membership Secretary: J Wright.

Sales Manager: D B Moorehouse.

Editor: C G Smyth.

Assembled on the Worth Valley Railway is a unique collection of standard gauge rolling stock, ranging from early 4 and 6 wheelers to the ultimate in pre-nationalisation design. Even the more modern vehicles in daily passenger use represent types now virtually extinct on the national network. This collection is as historic as the locomotive fleet and as impossible to replace.

The VCT is responsible for many of these vehicles and in this, our first newsletter, you can read of our plans to start work in the considerable task of restoration. Our aim is to present the Worth Valley railway with vehicle which it will be proud to exhibit in the new museum at Oxenhope. We hope they will also be suitable for use on special occasions.

The standards we must aim for have already been set. The North Eastern saloon at Didcot, the Clapham collection, and, nearer home, John Dawson's 'Old Gentleman's Coach' are all examples of what can be achieved given sufficient time effort and cash.

But do not underestimate the work and money required. It is one thing to buy an old coach at scrap prices, quite another to turn it into a worth-while exhibit."



Black and white reproduction does not do justice to the fully-restored varnished-teak livery of our Trust's First Class Metropolitan Railway coach, seen here at Ingrow with our other two Metropolitan coaches on one of the Worth Valley Railway's 'Vintage Train' days last year *Photo: Keith Pitts*

Published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)

Owners of the Vintage Carriages Trust Museum, Ingrow Railway Centre, Keighley

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