



Vintage Carriages Trust

Members' Newsletter: October 1997

Inevitably, this *Newsletter* isn't always able to tell you of things before they happen, or to give you the full detail of events - normally because we just don't know until the very last moment! Just at the moment, cases in point include filming on the Worth Valley Railway using all three Metropolitan Railway carriages, planned (at the time of writing) to take place next Thursday, 2nd October: that over the two days of its Enthusiasts' Weekend ('Wheels in Motion') next weekend, Saturday 4th and Sunday 5th October the Railway will be using *two* of our Metropolitan Railway carriages rather than the one previously planned; and likewise for its two 'Vintage Train' Sundays of **October 12th** and **October 19th**. Actually, all being well you should receive this edition of the *Newsletter* in time for these last two - our apologies if you don't!

Further dates we can tell you about - or remind you about - are:

- **Saturday 25th October:** which is the day of our **Annual General Meeting**. The Notice of Meeting was enclosed with the July edition of our *Newsletter* - if you have lost your copy and would like a replacement, please send a sae to the Secretary. However, the essential information is that this will be held at 2 pm that day at the Toby Beeches Hotel, Bradford Road, Keighley and will be preceded by an informal lunch in the Hotel's Restaurant, to which all are invited. The Beeches now has a Carvery, at about £6.95, with sandwiches etc. also available. See you in the Bar around 12 noon, and certainly not later than 12.30 pm?

Nominations are invited for the positions of Officers, Members of Committee and on this occasion two Trustees, as listed in the Notice of Meeting. These should be sent to the Secretary, VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. 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.

Our Annual Meeting is the most important event of the Trust's year, and promises as ever to be an interesting and enjoyable occasion - so, if you can, please come and join us. Toby Beeches Hotel, Keighley, Saturday 25th October, 12 noon or so for 2 pm: see you there!

To reach the Beeches Hotel: leave Keighley Station, turn right towards Bingley. The Hotel is about ten minutes flat but brisk walk away, immediately before the roundabout on the A650 road - this is the main Bingley to Skipton dual carriageway road, bypassing Keighley. There is a fairly frequent bus service from Keighley to this roundabout and onwards (on the old road) to Bingley and Bradford - and of course vice versa.

The Railway's own Annual General Meeting will be held in the evening of the same day, at Oxenhope Community Centre.

- Also, and as announced in the July *Newsletter*, the following day - **Sunday 26th October** - sees the '**Very Special Vintage Train**' as offered by our Trust to the Railway both to act as a finale to the 'Keighley 150' celebrations and also to allow Members both of VCT and of the Railway to round off the 'Annual General Meetings' weekend by having the opportunity to ride on or to photograph this very special train. This is an 'action replay' of the train which conveyed the Lord



Bellerophon heads the Kent & East Sussex Vintage Train, Summer 1997. A sight to be repeated on the Worth Valley Railway, using VCT coaches, on 26th October

Mayor and Lady Mayoress of Bradford from Ingrow to Keighley for the main celebrations of the 150th Anniversary of the arrival of the railway at Keighley, held on 16th March last. With the usual riders about the health and availability of very elderly locomotive and coaches, the train should consist of *Bellerophon*, our Manchester, Sheffield & Lincolnshire coach and our East Coast Joint Stock coach - with the *average* age of these three being just over 118 years! It's not often that we can see such a historic train actually in operation, let alone have the possibility of riding on it: so make use of this opportunity, whilst you can!

The Railway has obtained from the Railway Inspectorate the necessary permission to operate this train and we understand that it is likely that there will be more than just a single return trip. No timetable information is as yet available; if you need information in more detail than 'on Sunday afternoon, 26th October' please ring either the Railway or our Museum (01535 680425) nearer the time. Don't forget to bring you Membership Card (VCT, or K&WVRPS) with you.

All this activity means that the Museum will be more than somewhat dislocated over the month of October. We look forward to the *end* of October, if only because we can then get things back into something approaching good order and concentrate on the business of running our Museum, without too much disturbance.

In the same vein, Jackie Cope as our Hon. Curator refers to the Trust going 'Back to Basics': an expression frequently heard in educational circles, usually talking about reading, writing and arithmetic. It's been a very long time that we have spent in the throes of our 'Rearwards Extension', together with the work on the central walkway, and followed by a great deal of time and effort in moving magazines and in setting up our new workshop with all the associated work in moving tools and equipment (and in sorting screws!). It's now very pleasing to be able to turn 'back to the basics' of the intended work of the Trust - which is to restore and interpret historic railway carriages. 'Interpret' means showing and

explaining our work and our vehicles to the general public. A necessary preliminary is to tell the general public about ourselves and our work - to 'relaunch' our Ingrow Carriage Museum with a planned advertising and publicity campaign. A combination of this and of the need to finalise all aspects of our present 'extension' activities, very much helped as they are by the Heritage Lottery Fund, means that we are still heavily into administration and paperwork: but we *are* 'getting there' and at last are able to do at least some restoration and interpretation work.

Yes, this is the real function of the Trust: yes, we are very grateful to the Heritage Lottery Fund and to the Keighley Single Regeneration Budget Challenge Fund for their generous financial assistance (not forgetting of course all the Members and friends of the Trust who have been able to help towards this work): and yes, we are very much looking forward to making use of the excellent facilities we now have!



'Access' in its widest sense has been an important part of our recent building work. This visitor was pleased to give his permission for us to show this photo of the stairlift to the central walkway in active use.

Returning to the filming planned for Thursday 2nd October: Paul Holroyd writes:

"More Filming: 'The Unknown Soldier'

If all goes according to plan, by the time this appears in print all three of our Metropolitan Railway carriages should have been filmed for a Carlton Television production titled 'The Unknown Soldier'.

The film and television world can be unpredictable - one year everyone is making period dramas, the next it's all futuristic science fiction. A film company may want to cut costs to the bone and use any carriage at the nearest railway to where other filming is taking place, or may use a studio mock-up. Readers will remember 'The Cruel Train' starring David Suchet was filmed entirely indoors, over a three week period, whereas the cinema version of 'the Secret Agent' involved something like sixteen hours of location filming for what will be only ten minutes or so in the finished film. In contrast, earlier this year I attended the BBC Television Centre during filming of 'Oh Dr Beeching', and the twenty or so minutes of studio filming to be interspersed between the location scenes done at Highley were accomplished in about 1½ hours. For period drama, 10-15 minutes of finished film in eight hours is good going. Sometimes, we may be approached directly by a film or television company; or the film company may approach the Worth Valley Railway first. 'The Unknown Soldier' falls into this latter category, with the original enquiry being made in April. Nothing further was heard until September 21st, when we were asked if we could provide all three Metropolitans for October 2nd. The filming is to take place between Oakworth crossing and Ebor Lane bridge. The story is set on board an ambulance train carrying wounded troops during the first world war - as the train passes through tunnels the characters have horrific flashbacks to life on the battlefield. No actors are involved in our sequences - merely a camera crew - as all the interior sequences have been filmed in a studio mock-up. At the moment, we do not know who the actors are."

The Museum, and the Workshop

As indicated above, we are very much into the 'finishing off' stages of our Extension project. This has involved all manner of exciting things - recently, as well as such happy and previously-mentioned tasks as sorting screws and moving magazines, these have included sticking down floor coverings, making racks for tool storage, painting everything which stands still - the floor, walls, racking, margarine tubs: also cleaning everything (but everything) to slowly get rid of the last of the dust remaining from the Builders' activities. The magazine move is because we are in the process of liberating the 'upstairs' area for its intended use as a Library, Office and Museum Store. The magazine racks formerly up there are now in what used to be our Workshop, of which in turn the component parts are now relocated into the new Extension. Our thanks to all who have been involved in any way with this exciting (*pardon?*) work; especially the midweek team, who are doing an excellent job in setting up the new workshop and the new magazine room. All this has taken a very great deal of time and effort; yes, we are *all* looking forward to finally completing this and being able to think of some carriage restoration.

We have already mentioned our gratitude for the funding we have received from both the Keighley Single Regeneration Budget Challenge Fund and from the Heritage Lottery Fund. We must thank especially the people of the Heritage Lottery Fund for resolving what could have been a major difficulty for us - at a very late stage they discovered an error in their arithmetic, which could have meant us finding an extra £30,000 or so - but after quite a bit of correspondence they were able to stand by their original figures, to our great relief! All this stemmed from our 'Partial Exemption' VAT status, from which there is no escape. It's most unfortunate that this EEC-originating legislation has caused us so many difficulties: after all, its intention was to help organisations such as us, as Registered Museums and Registered Charities!

Within the Museum, the other major activity has been to complete and to put in use the first section of the display cases, kindly given to us by the National Railway Museum and now brought up to modern safety standards with the assistance of a Yorkshire & Humberside Museums Council

Grant. The other three sections of these cases should follow in the fairly near future.

Completing these cases in fact proved to involve rather more work than we had anticipated.

Difficulties with upgrading the lighting have been described previously; but a lot of further hard work came the way of Dave Hemingway (who has dealt with most of the rest of this project) in getting everything to fit together - not least of which the glass fronts: there are minor variations from one to the next, sufficient to cause much aggravation!; in putting the security locks in position, in painting, and in the final cleaning and assembly. Our thanks to Dave and to all others involved with this project.

The final result as seen by the showcase section completed thus far is very satisfactory, indicating that when all four are complete we will have an especially useful means of displaying the smaller items of our Collection, with good security. This first section is now in use, featuring a display of models of railway locomotives used on the Worth Valley Railway now and in the past. These are being kindly loaned by Dennis Jagger, especially for the Railway's Enthusiasts' Weekend (October 4th and 5th), but are likely to be on display here for a little time after that.

We are pleased that at last we are able to display the 3½" gauge live steam locomotive built by the late Mick Todd. Long-standing Members will remember Mick in *Bellerophon* restoration days and we are grateful to his Mother Mrs B Todd for donating this model locomotive to the Trust.

Carriages.....

It's pleasing to be able to report that, at last, we are able to do at least a little work on the carriages making up our Collection.

Some seems more constructive than others. Falling into the latter category has been the need to slice ½" or so off the edge of the footboard of the **Met Brake**, which seems to be a little bit wider than everything else and so didn't allow the bridge components of our new central walkway to function as intended. This was not an easy job, necessitating as it did working in cramped conditions under the central walkway to remove the footboard and later to reposition it. The bad news is that we probably will have to do some more work on it in due course, as we haven't managed to achieve the degree of straightness we would like. The good news is that this gave a first

opportunity to use our new air compressor and air hand tools, with good success, confirming that we did indeed make the correct decision to include this installation in the new Extension.

Activities on the **First Class Met** have been restricted to replacing the final luggage rack assembly, and replacing a cracked pane in one of the droplights. Here, as applied for a pane in one of the advertisement frames in one of the compartments of the **Met Brake** broken by one of our least favourite visiting school parties, as a matter of routine we now use safety glass for any replacements.

The Guard's compartment of the **Chatham** coach has been cleaned - as indeed have the roofs of every one of the coaches in the Museum. This was to get rid of the concrete dust which resulted from the breaking-up exercise prior to relaying the concrete at the front end of the Museum.

Following his return from Florida, Tom Poviliatis has restarted his work on the **Bulleid**, with good success - the one end is now virtually complete, awaiting only some very minor pieces of trim and locating and fixing two of the roof ventilators. Tom has also made a start on the window frames for the other end of the coach, which will represent the next major task towards the internal restoration of this coach.

The Insurance Assessor has now approved our claim to rectify the arson damage on **Great Northern Brake No. 2856**. Stuart Mellin should be able to start work on this some time in early October.

Due to pressure of work, Dave Johnson has had to hand over the overall supervision of this coach to Paul Kirkup, whom we wish well in this task. We must mention also that Ray Sowerby - well-known in carriage preservation circles especially on the North Yorks Moors Railway - has joined us and has already helped enormously towards the long-term restoration of this coach by unearthing a very useful Great Northern Railway drawing at the National Railway Museum, also some information concerning the arrangement of the lavatory compartment. We were thoroughly confused by this last - the ceiling water tank dating from the coach's 1950's conversion very obviously didn't belong and there was no evidence to suggest that the original tank was there. Nor was there any evidence to suggest a water tank mounted under the coach. We now know that the water tank was in fact *beside* the toilet hopper, with a rather neat

hand pump mounted on top of this tank, probably supplying the hand wash basin, which was hinged to drop down immediately above the hopper itself. The problem now is that for the two lavatory compartments (one for each of the two First Class compartments) all we have is one surround into which the wash basin hinged. This leaves us with a slight difficulty..... ..if anyone just happens to have any toilet fittings as installed in 1898 Great Northern Railway coaches, would you please let us know?

The information now available will be of very great assistance also in other directions as Paul Kirkup starts to progress our appeal to the PRISM Fund for assistance towards the full restoration of the coach. Importantly, this includes some indication as to the construction of the seating. As you might expect, this is not straightforward - in particular, the drawing shows the First Class seats mounted on relatively complicated cast-iron brackets. However, we now have the basic information and can start work towards this Appeal. Obviously, if anyone has, or knows of, further information Paul would be pleased to hear from you!

Ray also took home for cleaning two sample pieces of the interior wood trim. This again was not straightforward - Ray's hard work revealed that the surface finish is French polished, and not as we had thought varnished. A great deal more hard work lies ahead!!

Our intention had been that by now the **Midland** coach would have been craned out of its present position, in what we must remember to call the Shoddy Manure Road (rather than the 'Dock Road') behind the Bahamas Locomotive Society's shed so that it can go into the protection of our new Workshop. Unfortunately, satisfying the Worth Valley Railway's Method Statement requirements has proved to be a more demanding task than we had anticipated and so this seems unlikely to go ahead in the immediate future. With Winter now fast approaching, craning out this coach is of course now a 'very urgent' project, which we hope can go ahead as soon as is possible.

.....and Locomotives

Again, Paul Holroyd writes:

"*Sir Berkeley*"

We are pleased to report that *Sir Berkeley* successfully launched steam-hauled services on the Mid-Norfolk Railway, Dereham, on Saturday 26th July. The approval to re-open the line came at literally the last minute, after a number of small items were attended to following an inspection by Her Majesty's Railway Inspectorate on 18th July. The VIP special conveying the Member of the European Parliament, the local MP, Mayors and Councillors left Dereham station at 11 am on the big day observed by several VCT members.

Because the Mid-Norfolk did not have run-round facilities, and the fact that there were three level crossings to traverse, trains were formed of the



Opening Day on the Mid Norfolk Railway: *Sir Berkeley* and the inaugural 'bubble car' train at Dereham, 26th July 1997. Photo: Paul Holroyd

Class 122 single car no. 55006 (at the Yaxham end) and *Sir Berkeley* (at the Dereham end). The Class 122 'bubble car' powered the train from Dereham to Yaxham, with *Sir Berkeley* doing all the work in the reverse direction. Our friends at Dereham had worked hard to turn Dereham station interior into an attractive buffet with tables and chairs, plus a well-stocked sales stand, complete with commemorative mugs, cups, key fobs, tape measures and badges. It was pleasant to note the impressive number of volunteer staff, including several young people, who were all fully attired in uniform. Much tracklaying work had been completed, too - the station being a far cry from the bare site which was visited in mid-February.

Sir Berkeley attracted local television coverage on the day before re-opening, as well as coverage in the railway and local press.

Norfolk Police were on hand during the first day, to ensure that no motorists attempted to beat the train at the open level crossing with automatic flashing lights which is a feature of the 'old' main road from Norwich to Dereham. There were certainly a few surprised faces amongst the motorists at the sight of the first steam loco in Dereham since 1955. Both the Mid-Norfolk people and VCT had attempted to publicise the level crossing situation - the last thing we wanted was a collision between *Sir Berkeley* and an articulated lorry!

Our friend Ian Smith of Middleton (who is also a regular volunteer at Ingrow) was with the VCT contingent to ensure that *Sir Berkeley* behaved himself with the manners befitting a member of the locomotive aristocracy.

Following his spell at Dereham, *Sir Berkeley* returned to the Middleton Railway. At the time of writing, he is confidently predicted to star in the Middleton Railway's Gala Weekend, together with our other operational locomotive, *Bellerophon*.

Sir Berkeley will then be heading down the A1 yet again for another visit to the East Anglian Railway Museum, Chappel & Wakes Colne, Essex, from early October to early January. Whilst he is at Chappel, *Sir Berkeley* is likely to receive a fresh coat of paint, before returning north for his annual boiler examination which is due in February.

There are currently no plans for *Sir Berkeley* for next year - which is the last full year of his ten year boiler ticket. If anyone has any thoughts on suitable locations for *Sir Berkeley*, please let us know.

Bellerophon

Bellerophon has spent the summer at Tenterden, where he has graced the cover of 'Railway World'. *Bellerophon* has been the perfect complement for the Kent & East Sussex's fleet of four and six-wheeled Victorian carriages, and has reportedly attracted a great deal of interest amongst visitors. Whilst at Tenterden, *Bellerophon* was filmed for further sequences in 'The Woman in White'. *Bellerophon* has now travelled to Middleton, giving members a rare opportunity to see both VCT locomotives in operation together. Unfortunately, some locomotive and carriage movements are arranged

at short notice, and it is not always possible to give advance information in this *Newsletter* - up-to-date information is always available by visiting or phoning the museum. *Bellerophon* will return to Haworth yard during the first week of October in readiness for the proposed VCT Victorian Train on October 26th. We hope that during the winter Terry Sykes will be able to look at *Bellerophon* to ascertain its health. We do know that *Bellerophon* is likely to need a fair amount of attention to its motion."

A later note is that the Middleton Railway's Gala Weekend was very successful, with six locomotives in steam (at least on the Saturday), including *Bellerophon* and *Sir Berkeley*. The less pleasant news is that *Arthur*, the Middleton's own Manning Wardle, failed its steam test only days before the Gala and so has had his debut somewhat delayed. As a result the hoped-for simultaneous steaming of the two Manning Wardles did not happen.

Shops

It was with sadness and after a great deal of investigation and discussion that your Committee at its September meeting made the decision not to continue with our No. 5 Mill Hey, Haworth Shop. The Trust now has the Ingrow Museum, now well-developed and representing a significant and very successful investment. Here we have an excellent shop which we are able to open on a daily basis and which is trading very successfully - and which has built up a useful midweek clientele. A very relevant factor is that we are a small Trust and finding sufficient people to staff all three locations (Haworth, the Museum and Keighley Shop) has become a very difficult task, especially with Haworth now not being as popular a location as it was in the 'old days'.

We must emphasise that our move from Haworth is a relocation, and that it is *not* a closure. Ingrow, on a daily basis, and Keighley, as often as possible when Worth Valley trains are running, remain very much in business! We hope to do a measure of refitting and updating at our Keighley Shop, to make it into a friendly little outpost of the Museum Shop carrying a range of books and hardware as well as tickets, paperwork, etc.

We will continue to use No. 5 Mill Hey at least until Christmas, and maybe longer than that.

We take the opportunity to thank Chris Smyth as our Haworth Landlord for his help and assistance

assistance in the past, especially in the past few years when as a Trustee he has foregone the rent - a gesture for which we are very appreciative.

It is possible that No. 5 Mill Hey may yet remain in the family of the 'greater Railway', as Chris has offered its use to the Railway, which at the time of writing is in the process of asking its various Committees their thoughts about its possible use.

The Overseas Connection: AJECTA

Our twinned body AJECTA, based at Longueville, to the West of and just outside greater Paris, recently sent us information about their Autumn 'Champagne Special' excursion. This is from Paris-Est at about 8.30 am on Sunday 26th October, behind their locomotive 140-C-231, to Rheims for an excellent Champagne lunch, a look at the Cathedral and a return to Paris-Est at about 9.45 pm.

Anyone interested should contact the Provins Tourist Information Office: telephone 00 331 + 64 60 26 26; fax 00 331 + 42 93 18 57. You will need to mention that as formal 'twins', VCT Members qualify for the AJECTA Members' price of 700 F. This is for 'Confort classique', which would seem to translate to 'standard class, 1930's vehicles': First Class or Pullman travel and Dinner on the way back are also available at extra cost.



Below: mid-week volunteer Peter Butcher in the 'wood' section of our new Workshop - he's normally to be found in the 'metal' section (above)





The new central walkway - a view possible only when coaches are out of the Museum

The 'Usual Notices'

Charities Aid Foundation (CAF) 'Give as You Earn' Scheme: those who take part in this scheme can make one-off or regular gifts to the Trust by quoting 'Vintage Carriages Trust' and our registration Number 00230500 on your Choice Form or Coupon.

Multiple copies of this Newsletter: normally just one copy is sent to two or more Members residing at the same address. If however you would like further copies, please let the Secretary know.

Data Protection Act: All Trust Membership records are kept on a Computer. These are *not* made available to any outside bodies.

If nevertheless any member does not wish their records to be kept in this way, please contact the Secretary.

'The Ingrow Can Crushers Club' continues to need *aluminium* (not steel, please) cans not just to crush but also to use as a valuable source of revenue. Keep them coming!

And finally... a plea from our Honorary Curator

"As we once more return to our real aim we encourage all Members to become involved. Many are called 'armchair Members', which sounds to be a somewhat derogatory remark. Due to age, health or distance some Members may not be able to give physical on-the-spot help, but can help in other ways (not only financially).

Having said that: we need HELP!!

If you can get to the Museum any weekend, or at any day during the week, or on the *first* or *third* Wednesday evening (from about 6.30 pm) and can offer any practical hands-on help however simple, would you please ring or fax 01535 646472 or ring 01535 680425 or email cope.oxenhope@zetnet.co.uk There is always something to do. 'Just turning up' sometimes works but is not a good idea without ringing first, as the volunteers around may not know what should or perhaps more importantly should not be done! Please note that if you do not classify yourself as a 'practical' person, we are certain we can find something for you to do: maybe sorting magazines or finding out how to look after the Shops?

Please, can we hear from *you*?"