



Vintage Carriages Trust

VCT Members' Newsletter: August 1999

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Let's start with the "Big VCT Birthdays Party", to be held on **Saturday September 25th**. We all will know that this is the year in which *Bellerophon* celebrates his (or possibly her) 125th Birthday – a notable milestone, by anyone's standards! It's also the year in which our "South Eastern & Chatham" Matchboard coach No. 3554 celebrates its 75th birthday – *and* (we realised, fairly recently!) the year in which our Metropolitan Railway "Dreadnought" Nine Compartment Third coach No. 465 is 80 years old – *and* (it took us even longer to realise this one!!) the year in which our "Esso" oil tank wagon is 60 years old!

All these Significant Birthdays mean a Celebration – which is what is happening on **Saturday September 25th**, at and around Ingrow. For the very first time (other than for a very few fleeting minutes when putting things away after the Worth Valley 30th Anniversary Weekend) *all* the Trust's Collection will be present in Ingrow Yard at some time during the day. Both *Bellerophon* and *Sir Berkeley* will be in steam (subject of course to the usual rider about availability on the day of such elderly machinery). *Bellerophon* will be hauling the "Matchboard" coach and Met. 465 on an Ingrow/Keighley shuttle service. Again subject to the rider about availability, *Sir Berkeley* will shunt the "Esso" oil tank wagon within Ingrow Yard. The Museum will of course be open, and Members will be able to view the work in progress on our Great Northern coach No. 2856 and on our Bulleid coach.

There will be a celebratory cake, beautifully constructed by Lesley Garthwaite. This will be complete with celebratory cake-cutting and distribution. The Carousel Ceilidh Band will add tone to the occasion by providing musical entertainment during the afternoon. It being a Birthdays Party, other friends have also been invited: those expected to attend include a Fowler steam road locomotive, built in Leeds in 1912; also one of the oldest buses from the Keighley Bus Museum, the Leeds AEC Regent (built in 1934 – this is 65 years ago and looks like yet another Significant Birthday!). The Keighley Rotary Club's miniature open-topped red bus will also be in attendance and will be giving rides for the younger visitors. Also, Denis Jagger will have his large-scale model railway in operation and has promised a special *Bellerophon* video for the day.

Intended timings for the Ingrow/Keighley shuttle (*Bellerophon*, "Matchboard" 3554, Met. 465) are: Depart Ingrow 12.05, 1.25, 2.50, 4.15 pm. Depart Keighley: 12.30, 1.50, 3.20, 4.40 pm. Complimentary travel for VCT Members showing a current VCT Membership Card; otherwise normal Worth Valley Railway fares are payable. *Bellerophon* should be in steam and at Ingrow from 10.20 am and will return to Haworth shortly after the final one of these shuttle journeys.

The whole day should be a Right Good Do – and *you* are invited! If you can come, please do so: we should have an excellent day! There's an A4-sized poster enclosed with this *Newsletter*. If you possibly can, could you please find somewhere to display it: Works notice board, Tourist Information Centre, doctor's or dentist's waiting room or whatever – or at the very least please show it to your friends!

The day includes the now rare opportunity to ride in the "Chatham" coach. Bear in mind also that opportunities to ride in any of the Met coaches (let alone any of the Met coaches behind *Bellerophon*) are likely to become less frequent, especially with the Railway planning to operate Vintage Trains from Oxenhope, and with it looking forward to the availability of the Lancashire & Yorkshire locomotives and coaches. So: see you on 25th September? As previously mentioned, there's no charge to VCT Members for the Ingrow/Keighley shuttle. However, if you can, could you please bring *Bellerophon* and/or 3554 a present of some sort? Maybe a book, or a piece of railway hardware, or folding money, or maybe a cheque? But not a lump of coal, please – *Bellerophon* already has plenty of that!

Annual General Meeting (and informal lunch): Saturday 23rd October

We will be following the same pattern as last year, except that the Annual Meeting itself will be half an hour earlier than last year. So, as last year, you are invited to join fellow Members for an informal lunch at the Toby Beeches Hotel before the AGM itself, which will be held at 2.30 pm in the upstairs room at our Museum. The informal lunch has been much enjoyed in the past: if you haven't taken part in this previously, why not join us this year? It would be helpful if you could let Jackie Cope know if you intend joining us for this lunch.

The Annual Meeting does of course also give the opportunity to meet fellow Members and the Trustees, Committee Members and Officers of the Trust, and to see just what is currently happening at our Museum building. Anyway, here's the formal Notice of Annual Meeting, together with details of the pre-Meeting lunch:

Notice of 1999 Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Trust will be held on Saturday 23rd October 1999 at 2.30 pm at the Trust's Vintage Carriage Museum, Ingrow Railway Centre, South Street, Keighley.

This Annual Meeting will be preceded by an informal lunch to be held at the Toby Beeches Hotel, Bradford Road, Keighley. This will be at 12.15 pm for 12.30 pm (sharp!).

To reach the Beeches Toby 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. A Carvery is available at the Toby Beeches Hotel, at about £6.95: or, if you prefer, sandwiches etc. are also available.

The Agenda for the Annual Meeting shall be:

1. Apologies for absence.
2. Minutes of previous Annual Meeting, held on Saturday 24th October 1998 and as previously circulated (as part of the January 1999 Newsletter).
3. Matters arising therefrom not otherwise covered by the Agenda.
4. Chairman's Report, to include consideration and if thought appropriate Adoption of the Annual Report for the year ending 31st March 1999.
5. Treasurer's Report, to include consideration and if thought appropriate Adoption of the Annual Accounts for the year ending 31st March 1999.
6. Reports of the following:
 - a) Membership Secretary
 - b) Shop Managers
 - c) Curator
 - d) Curatorial Adviser
 - e) Coaches
 - f) Locomotives.

7. Elections of:
 - a) President
 - b) up to three Vice Presidents
 - c) Chairman
 - d) Vice Chairman
 - e) Secretary
 - f) Treasurer
 - g) Membership Secretary
 - h) up to four Committee Members
 - i) Trustee, for a term of office of three years
8. Appointment of Auditors.
9. 'Any other Business', which 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, W H Black and V Smallwood; Chairman, Mr T R England; Vice Chairman, Mr P Kirkup; Secretary, Mr M W Cope; Treasurer, Mrs D J Cope; Membership Secretary, Mr J Heaton; Committee Members, Messrs H Beck, N Gill, J Pickles and J Wallis; Trustee, Mr P Walton. All the above are eligible for re-election. The other two Trustees are Mr P Holroyd and Mr C G Smyth. Mr Holroyd's period of office expires at the 2000 Annual Meeting, and that of Mr Smyth at the 2001 Annual Meeting. The positions of Curatorial Adviser, Shop Managers (Keighley, Ingrow), Curator and Rostering Officer are Committee appointments. Mr R Gibbon holds the post of Curatorial Adviser, Mr H Beck that of Shop Manager Keighley and Mr R Stott that of Shop Manager Ingrow, Mrs D J Cope that of Curator and also that of Rostering Officer.

Nominations for the positions listed in 7 and 8 above are now called for and should be sent to me 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.

M W Cope
Hon Secretary, Vintage Carriages Trust
11th August 1999

Our Internet website....

...can be found at <http://www.neotek.demon.co.uk/vct/> and is well worth a visit. With material supplied by Paul Kirkup and Paul Holroyd, Michael Walton has recently again updated this - so, if you have the means, why not have a look at this? Easy world-wide access means that this website is getting more than twice the numbers of visitors than our Ingrow Museum: it is indeed an important "shop window" for the Trust!

Our latest Award...

In May we were delighted to attend the Yorkshire Tourist Board White Rose Tourism Awards presentation held at the National Railway Museum in York.

We were even more delighted to come home having been Highly Commended in the "Tourism For All" category.

The Judges noted that VCT has developed from being a group of people sharing an interest in railway carriages to becoming a charitable trust, a registered museum, and having in our museum building at Ingrow a popular tourist attraction. VCT's policy of Access for All in its building development was also a main influence in the Judges' decision.

Not that we are big-headed (of course), but this was the *fourth* Award for VCT in seventeen months.

Our friends at Embsay and the National Railway Museum also gained Awards at this ceremony, making it a railway hat trick!

VCT also has a connection with another Award winner: the "Tourism Event of the Year" category was the premiere of the film "Fairy Tale – a True Story", for which VCT supplied all three Metropolitan carriages.



Your Secretary (Michael Cope), Treasurer and Curator (Jackie Cope), Curatorial Adviser (Richard Gibbon) and Chairman (Trevor England) at the York ceremony with the "Highly Commended" Certificate. Jackie hasn't really acquired a halo (or a very strange headdress) – it's the Yorkshire Tourist Board White Rose emblem!

Locomotives:

1. "Bellerophon"

"*Bellerophon* is currently in Staffordshire at the Foxfield Railway."

Behind this simple statement lies a complex tale of very late nights followed by very early mornings to get *Bellerophon* there on time.

As Members will be aware, steam locomotives are required to have annual boiler and firebox examinations by qualified inspectors to ensure that they are safe to operate at their normal steam pressures. *Bellerophon* had its "thorough cold" examination on Tuesday 15th June. The insurance company Inspector found that most things were in order, but that new washout plugs were needed before the locomotive could be test steamed. Regular readers will not be surprised to learn that *Bellerophon's* are a non-standard size – like most other things about this unique and priceless locomotive. So, it was a question of getting new ones made. No problem except that the machine used by the suppliers broke down. There was therefore a little delay before the new ones were made. They, quite correctly, had to be examined by a competent KWVR Examining Fitter, who quite correctly said that two of them weren't quite right – this being on Sunday 11th July. Time was running just a little short for *Bellerophon* to have the necessary steam test before departing to Foxfield on Wednesday 14th July! An early-morning visit to our suppliers (in Idle, Bradford) led to an assurance that new ones would be machined that day. By lunchtime, it was apparent that this was not possible, as no suitable castings were available. Fortunately, the firm managed to re-machine the defective plugs that afternoon. The Examining Fitter who had

previously looked at these plugs was not available that evening, which meant finding a qualified Worth Valley Examining Fitter who at this very short notice was available. Fortunately John Reddyhoff was available and kindly inspected these plugs – at about 9 pm on the Monday! This *just* gave sufficient time to arrange the insurance Inspector to come to Haworth the next day, Tuesday 13th July. Fortunately Robin Higgins also was available and – to cut this rather long story short – after some delays and difficulties (*Bellerophon* seemed to be enjoying a Bad Hair day) the Inspector was satisfied. By then the time was 5.30 pm – only just time enough to confirm to the Hauliers (before their absolute deadline of 6 pm!) that the locomotive would be at Ingrow ready to move the following morning. ...and only just in time to find a volunteer crew (which just happened to feature your Secretary and Paul Brown – see below for what we had been doing for what had already been a long day!) to take the locomotive down to Ingrow.

The Hauliers' low-loader arrived at Ingrow at 7 am the next morning. Loading went ahead uneventfully and *Bellerophon* left en route to Foxfield in quick time.

End of story? Not quite! Half an hour later contractors to Yorkshire Water arrived and without advising anyone on the Railway proceeded to dig up the main road immediately outside Ingrow Yard gates, making it impossible for anything larger than a Reliant Robin to get in or out of the Yard!

There must be a moral to this story. However, I think I would prefer not to try to find it.

The intention had been for *Bellerophon* to make a minor detour from its mainly-motorway route to Foxfield to pause briefly outside Vernon Smallwood's house. Vernon was aware of this and had organised television coverage of this, and had invited the local Mayor to be present to say a few words. Unfortunately there had been a communication hiccup within the Hauliers' organisation, and this didn't happen. The size and timing of this load meant a Police escort and an agreed route. The requested diversion had not reached the appropriate bodies and a very short-notice change to the arrangements by then made just was not possible.

There must be another moral lurking somewhere round here – but I'm not going to try to find this one either! After all this trauma, and having successfully arrived at Foxfield on the Wednesday, *Bellerophon* was used on Sunday July 18th for a private charter freight train, with

VCT Chairman Trevor England and VCT Assistant Locomotive Caretaker Mark Astley in attendance.

Bellerophon was also used for Foxfield's Gala Weekend on July 24th/25th on both freight and passenger trains.

Bellerophon was reported to have behaved and to have performed very well and certainly contributed very usefully to the success of that Gala Weekend.

Comments were received from more than one source that *Bellerophon* was very much more comfortable at a speed of only 15 mph, and with a quite short journey. With these limitations, the locomotive seems happy with a quite reasonable load, sufficient to *exert* the locomotive without *straining* it: a subtle but very relevant distinction!

These points doubtless will be followed up in Committee.

Our thanks go to all who helped in any way towards making *Bellerophon*'s visit to Foxfield possible.



Bellerophon in the rural environs of the Foxfield Railway – for the first time for a long time, earning his keep by hauling coal wagons. A further link with *Bellerophon*'s colliery past is the pithead gear of the former Dilhorne Colliery, visible above the first wagon.

Photo: Trevor England

2. "Sir Berkeley"

Sir Berkeley continues in occasional operation on the Middleton Railway. Increasing attention being required to relatively minor items is an indication that this locomotive is approaching the end of its "ten year" insurance ticket, this operation has been largely uneventful and straightforward.

As noted above, it is intended that *Sir Berkeley* will be visiting Ingrow for our "VCT Birthdays" celebrations on 25th September – do come and see him (her?) in operation that day!

Part of the financial arrangement by which *Sir Berkeley* will make the return trip from the Middleton Railway is that *Sir Berkeley* will join *Bellerophon* and at least two of our Trust's Metropolitan Railway coaches for the Worth Valley Railway's Autumn Enthusiasts' Weekend. If you haven't noted the date, this is the weekend of October 9th and 10th.

Talking of the Middleton Railway: its claims to fame include that it was the first to be authorised by Act of Parliament (1758), the first to successfully use steam locomotives (1812), and the first standard gauge railway to be operated by enthusiasts (1960).

On a perhaps less exalted level, it also has just published the Sixth Edition of its Locomotive Stockbook – good value at £2, or £2.50 by post from the Middleton Railway, The Station, Moor Road, Leeds LS10 2JQ. The Middleton has some very interesting and elderly steam locomotives – including examples built in 1890, 1891 and 1895. More recent vehicles include an overhead line inspection vehicle from the Woodhead route. The Stockbook now boasts a colour cover, showing *Mirvale* amongst the foliage of the Balm Road branch, whilst there are two photos of VCT's *Sir Berkeley* – sporting different liveries.

Coaches:

1. Great Northern Railway No. 2856

There has been quite a flurry of activity with restoration work on the exterior of this coach, helped as it is by a Grant from the Science Museum's PRISM Fund. Cleaning, painting and re-assembling the first of the two bogies has been completed. This was at about the same time as the work on strengthening the cross member under the Brake compartment (as described in the last edition of this *Newsletter*) was completed, together with cleaning the metalwork and the woodwork of the accessible half of the underframe of the coach. This last was followed by painting and applying wood preservative, respectively.

Saturday July 3rd saw the first stage of this major activity. With the aid of a passing Works Train locomotive, Michael Cope, Philip Walton and Mark Astley moved the now-completed bogie from where it had spent the last several months in the Workshop immediately in front of the Bulleid coach to be adjacent to the end of the GN coach, ready to lift the coach and push the bogie back under.

Bear in mind that although this is a sideways move of only a few feet, as the bogie has to travel from the Workshop through the Museum and then all the way back again on the

other line of rails, this means moving *everything* in the Museum – *twice*. On the Sunday John Heaton, Trevor England, Len Smith, Dave Johnson and Michael Cope jacked up the coach sufficiently to run the bogie back under the coach. This was straightforward enough except that in the several months the coach had been supported without its bogie and with all the work going on in and under it, it had managed to move some four inches or so sideways with the result that the centre pin wouldn't lower into the bogie's bolster. Sorting this demanded a measure of innovation and perseverance but was successfully resolved – indeed, there was time enough to refit one of the now-completed brake cylinders. The following Wednesday was a "first Wednesday of the month" Working Evening. This, with the following weekend, saw the brake rigging refitted and the handbrake reconnected and operational. Tuesday 13th July saw the Railway with a little project of its own – delivery to Ingrow of a coach body formerly used as a pub restaurant at Scholes, near Leeds; with the need to crane the coach body on to a pair of bogies to be brought down by rail from Oxenhope. Paul Brown had taken the day

off work for the purpose, and asked me (Michael Cope) to assist with taking the bogies down from Oxenhope before that day's midweek public service and the coach body (by then on these bogies) to Oxenhope after the last service train. I said "OK – but we will go early enough to turn coach 2856 before the service – and we will take a couple of jacks with us on the locomotive." A rather long – and a rather tiring! – day then followed. With Ken Cook's assistance (and later also with that of Mark Croasdale and Steve Briggs) we: took everything out of the left hand side



Our GNR Coach No. 2856 being turned at Keighley, Tuesday 13th July.

of the Museum: took coach 2856 to Keighley turntable: turned it: returned it to our Workshop (now of course the other way round, so that we could get at the second bogie, yet to remove to allow it to be cleaned, checked and repainted): and put everything back again. At this stage we gave the train Staff to the Railway's Responsible Officer to allow the service train to come out. As there was still time in hand before the expected arrival of the coach body from Scholes, Paul kindly volunteered to help jack up the coach to release the bogie (which we did, without any significant problem). News reached us that the coach body was delayed in transit, so we "just" moved the bogie over to where we could work on it, the other side of the Workshop. Again bear in mind that although this is a sideways move of only a few feet, as the bogie has to travel from the

Workshop through the Museum

and then all the way back again on the other line of rails, this means moving *everything* in the Museum – *twice*...

This we finished just before the eventual arrival of the coach body on one low-loader, its (water-damaged) bogies on another, and two separate road cranes. For some reason which I can't quite identify but may be to do with advancing old age, I left Paul (with the rest of the team) to get on with the rail aspects of this one! Anyway, the coach was eventually on to the bogies we had brought from Oxenhope that morning, and with the public service long since finished, we propelled it up to Oxenhope.

The day however was not yet finished. The observant reader will have noted that the date was Tuesday 13th July: which has already been mentioned in this *Newsletter* as the date *Bellerophon* passed its steam test and was wanted, urgently, down at Ingrow that night ready for collection early the following morning. So: guess who *then* attended to that small task?

The Trust's thanks go to all those involved in this marathon – especially to Paul Brown, who remained (as always) cheerful and enthusiastic throughout!

Since then, the second bogie has been largely dismantled, including the running out of one wheelset. All eight springs (four leaf springs, four coil springs) are now off this bogie, and together with the big (and heavy!) drawbar spring have now departed towards Sheffield for reconditioning. It's noticeable that this end bogie is much more weather-beaten than the other bogie. Maybe this is a reflection of which way round the coach was standing for so many years whilst it was at Pickering. Certainly there is now almost no paint left on it, which will ease the next task, which is to clean it! This, and now quite a range of other tasks, mean that there is plenty of work for the coming Working Weekend, at the time of writing only two days away.

Talking of Working Weekends: the next two are now agreed for **Saturdays and Sundays 2nd & 3rd October** and **27th & 28th November**. Yes, there will be plenty to do – so

2. Bulleid coach No. S1469

The Wallis and Gromit team, alias John Wallis and Philip Walton, continues to carry out further preparation work on the ceiling panels of the second saloon prior to repainting them. Two more sliding toplight ventilators have also been refitted.

A reminder that Working Weekends, Working Evenings and indeed just Work are *not* restricted only to GNR No. 2856. Whilst just at the moment the need to comply with the timescale which is a condition of our PRISM Grant for coach 2856 means that we are needing to concentrate on that coach, there most certainly is the

opportunity to work on the Bulleid, or to help catch up on outstanding tasks on the Met coaches, the “Matchboard”, or anything else in our Trust's Collection. Just ask should you wish to work on any specific coach: in particular, please contact Philip Walton or John Wallis if you would like to help with the Bulleid coach.

If this isn't quite your scene, please consider helping in the “Welcome/Shop” area, or with magazine sorting, or with showing visitors around and generally acting as Host. This last is especially important work as it helps the overall experience as seen by our Visitors – and also helps free the Workshop team so that they can press on with the restoration and conservation work.

3. Other coaches

If nothing else, an oil round and general check of the *South Eastern & Chatham “Matchboard” coach* is needed before it goes into “Ingrow Shuttle” service on September 25th. There's also the small matter of replacing the dynamo belt on this coach. If you know a firm capable of supplying canvas belting material, preferably complete with its fasteners, Trevor England would be pleased to hear from you!

All three of the *Metropolitan Railway coaches* will also need an oil round and inspection before they go into service on October 9th. For some long time past, the outer casting of one brake cylinder release valve has been known to be damaged and whilst this is not a safety matter we need to replace it before this date. Otherwise everything is believed to be in good order.

The *Midland coach* remains at the back of the Workshop, and has now just about dried out. It *may* be the next coach in line for attention, once we have completed the exterior of GNR 2856.

see you there? Please make a note in your diary, now! And if you would like a ‘reminder’ postcard, please let John Heaton know (via VCT, c/o Haworth Station).

This seems an opportune time to remind you that the “**First and Third Wednesday evening of each month**” **Working Evenings** are continuing, with useful work being done and (usually) enjoyed. If you live sufficiently close to Ingrow, maybe you could join us for these, either on a regular basis or from time to time?

I will take the opportunity to remind you that work *does* continue every weekend, also during the week – so if you can get to Ingrow at *any* time and would like to try your hand at carriage restoration (or carriage maintenance, or helping with carriage cleaning) please ring either the Museum on 01535 680425 or your Secretary on 01535 646472 to find out what is available.



Purchased with much-appreciated Grant assistance from the Yorkshire & Humberside Museums Council, our new access staging is just visible through the windows of the Bulleid coach. Note the just-fitted sliding window toplight frames. *Photo: John Wallis*

4. Still more coaches

In recent months we have heard of rather too many interesting and meritorious coaches whose future is at best highly uncertain. Several of these have been offered to us, and most certainly would be of considerable value to our Trust's Collection. The main problem is that of space. It has been confirmed that there is no possibility of extending our present premises in any direction: what we can have is what we've got. If anything is to come to our Collection at Ingrow, something would have to be moved out – with the associated question of “where to”. Any alternative home, whether temporary or permanent, would need to satisfy not only VCT as such but also the Charity Commissioners and (by reason of our Museums Registration) the Museums & Galleries Commission or its now-imminent successor.

This is of course a long-term problem for which any “instant fix” would not be appropriate. Our present thoughts are primarily towards a storage building, rather than an alternative site as such. In this context and as previously reported we looked at the former Goods Shed at Keighley, latterly occupied by Yorkshire Electricity and now available for purchase. However this has lost its rail access and is too high and too much internally converted to be of any possible use to us. Thoughts have turned also to a purpose-built storage shed on the spare land (formerly where the Great Northern Railway came in from Queensbury) at “Great Northern Straight”, on the Railway just below Ingrow. This could be as part of a project with the Railway, which also is seeking further covered accommodation. The problem here is one of access, not helped by a very small but very necessary piece of land still being in the hands of British Railways Property Board, which currently has a policy of not disposing of anything at all. This matter is ongoing. However, if you just happen to know of suitably-located secure premises available at either a realistic price or at a realistic rent, preferably in the Keighley area, certainly with good security and of a size sufficient for one or two (or even four or six) carriages, would you please let us know?

Scammell Mechanical Horse

Some of the paintwork on the rear of the timber cab was found to be blistered and flaking, although relatively new, so Jim Pickles (as the Scammell Caretaker) and others are now rubbing this down prior to repainting.

It has transpired that the engine currently fitted to the vehicle was not the original and was in fact on loan to us and is in someone else's ownership. This resulted in an assessment of the available engine parts and a decision to restore and rebuild the original engine. The block itself has now been re-machined by a specialist company in Bradford. Re-assembly has started, is going well and hopefully we will be able to report good progress after Cyril Osborne has spent his intended week in September with us. Our Membership of the Mechanical Horse Club has already proved well worthwhile, if only in obtaining a very necessary but now very rare Scammell cylinder head gasket.

When the tractor unit is running satisfactorily we will need to turn our attention to the trailer. This is reasonably intact but will need full restoration.

Sales

Steady and consistent work in our two Shops continues, very successfully. We can't over-emphasise the importance of these activities to the work of the Trust: and so take the opportunity to thank not only Bob Stott and Hugh Beck for their work but also *all* who are on the Shops Roster or who assist in sorting magazines, with purchases, with pricing, or in any other way. We would mention in particular the contribution made by young Sam Dilworth at Keighley (well, he is at Keighley when not commuting between Keighley and Ingrow, with or without sales stock replenishments!); and also Bob Stevenson and Michael Shepherd who have recently joined the Sales team. Michael will forgive us for saying that by profession he “travels in suitcases” – one result of this is that he is in the process of carrying out a survey of our suitcase collection and has identified several of some importance, to which we will give a greater measure of protection than applies at the moment.

We are still seeking volunteers who can add a day at Ingrow or at Keighley Shop to their lives. This need not be on a regular basis – every little helps! All are agreed in saying that they enjoy their day, speaking with the visitors; and that the new till at the Museum really *is* very easy to drive!

Museum

As evidenced by comments in our Visitors' Book and by conversations with our visitors, our Museum continues to be very well received. Indeed, one lady was insistent that we were giving far too good value for money – we will have to think about that one! Visitor numbers during the Railway's daily running period are however a little down by comparison with last year, possibly reflecting something of a downturn in the Railway's Summer mid-week passenger figures (though it looks as if these may have picked up once the school holidays started). This is something we need to pay close attention to – and which also serves as a reminder to all of us to continue to publicise our Trust and its Ingrow Carriage Museum in all ways possible. If you are able to usefully distribute VCT leaflets, could you please collect an appropriate quantity next time you are at Ingrow? All we ask is that you make sure that they actually get distributed to people with a good chance of being eventual visitors to us. We recently left a small stack of leaflets on another Railway's “please take one” table, only to wonder why they weren't there the following morning – we *then* saw the “any unauthorised leaflets will be removed” notice: so, beware!

A display of *Bellerophon* photographs and other information is currently in hand, appropriate to this locomotive's 125th Birthday. It will displace for the moment the late Mick Todd's live steam model locomotive in the display cases and will be complete with the previously-mentioned celebratory cake. Presumably there's something planned to replace the gap when the cake is removed on September 25th!

Also in hand is a tape sound tour of the Museum, making use of our ADAPT Award money. The concept is that “Walkman”-type headsets will be available for hire at the “Welcome/Sales” desk and will help improve the all-important visitor access to our Collection. The production of the necessary master tape is with Chris Ford, whom we take the opportunity of congratulating on his appointment as Education Development Manager at the National Railway Museum.

An interesting development is the use of the upstairs meeting room at our Museum for a Health & Safety course organised by the Yorkshire & Humberside Museums Council, taking place on 16th October. It's pleased to see our facilities being used by other bodies in this way.

We will be taking part in the Heritage Open Days, organised by the (National) Civic Trust and to take place on Saturday and Sunday September 11th and 12th. On these days we will be giving free admission and also tours of the Workshop. If you would like a copy of the Heritage Open Days Guide, covering activities across the Country on these days, send six second class stamps to: Heritage Open Days, The Civic Trust, 17 Carlton House Terrace, London SW1Y 5AW.

VCT on CD-ROM

As noted in the last *Newsletter*, a half-page feature about the VCT website hosting the Railway Heritage Register Carriage Survey, complete with photograph, appeared in the computer supplement of *The Times* in March. We are delighted to advise that the full article and photo are included in the CD-ROM version of *The Times*. If you missed the original feature, your local library may well have *The Times* on CD-ROM. A search under 'Vintage Carriages Trust' will bring back the article.

VCT Television Filming Assignments on Video

Members may remember that the BBC TV/Carlton TV drama *The Woman In White*, starring Tara Fitzgerald, Justine Waddell and Andrew Lincoln, also featured brief sequences with *Bellerophon* and our East Coast Joint Stock six-wheeled brake third of 1888. The ECJS sequences were filmed in May 1997, and those with *Bellerophon* in June 1997. The drama has now been released on a BBC Video, price £12.99.

Back in 1981 our "Chatham" carriage was filmed for a brief sequence in the opening episode of *Brideshead Revisited*. This is available on a Granada three-video set retailing at £24.99.

Fairy Tale - a True Story, with sequences including our three Metropolitan carriages, is available at £14.99.

(Please note – we do not have these videos available at either of our Shops.)

AJECTA

No further news from our French twinned body AJECTA (Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois). The remaining AJECTA steam excursions for this year are to Amboise, on Sunday 10th October; and the annual 'Champagne Special' to Epernay, on Sunday 21st November. Other events include the annual "Steam Day" at the Longueville depot (at the end of the suburban service from the Gare de l'Est, just before the train reverses for Provins), on Sunday 19th September; and (subject to confirmation) a celebratory tour from Paris to Provins on Friday 31st December, to see in the new millennium in 1930's style (and dress!) in Provins.

AJECTA's address is PO Box No. 1, F-77650 Longueville, France. Their telephone number is 00 33 1 64 08 60 62; and their fax number is 00 33 1 64 08 68 56. Alternatively for railtour and other information contact the Provins Tourist Office on 00 33 1 64 60 26 26 (telephone) or 00 33 1 42 72 68 51 (fax). Or look at their Heritage Railway Association's internet page, which is now <http://www.ukhrrail/uel.ac.uk/ajecta/ajecta.html>

Remember that as formal 'twins', VCT Members qualify for AJECTA Members' prices for the railtours.

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.

Subscription Rates:

These are still held at the intentionally low figure of £4, or £2.50 for Members' spouses and for Seniors, or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above these annual figures are invited so to do! Those wishing to join the Trust as Members should contact VCT at the usual correspondence address (see below).

Data Protection Act:

VCT 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.

Please contact Jackie Cope on 01535 646472 or at Jackie@mwdjcope.demon.co.uk or by post c/o The Railway Station, Haworth if you can help in the Workshop, in the Shops, or in any other way!

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