



# Vintage Carriages Trust

## Members' Newsletter: December 2002

It's that time of the year again when we are very pleased to be able to wish all member of Vintage Carriages Trust a Very Good Christmas and a Happy and successful New Year.

It's also that time of the year when **Subscriptions** are due. If you are a Life or an Honorary Member, or if you pay your subscription by Banker's Standing Order, you should find your Membership Card for 2003 enclosed with this *Newsletter*. Otherwise your subscription renewal form is enclosed. The Trust continues to be very grateful for the magnificent support it receives from its Members and we have purposely kept our subscription level as low as it is at only £4, knowing that where possible Members will give their support by way of an additional donation, or a donation in kind – either by volunteering your time, or by donating “railway interest” items for sale in our Shops. Railway books, magazines and hardware are most certainly *very* welcome!

If you haven't already completed one, you will find a **Gift Aid** form also enclosed with this *Newsletter*. If you pay UK Income Tax and if you complete and return this form, the Trust can increase the value of your giving to the Trust by almost 30%, just by claiming back the Income Tax you have already paid, at *no* extra cost to you! So – if you do pay UK Income Tax, would you please complete and return this form: this would be a very real help to your Trust. (If you don't pay UK Income Tax or for any reason do not wish to take part in this “Gift Aid” scheme, would you please write “not a UK Tax Payer” (or “do not wish to participate”) on the form and return it in due course? Thank you!)

...and whilst talking about money: many find it very helpful to pay their Subscription and any additional annual donation by a **Bankers' Standing Order**. This is simple and straightforward – and again is very helpful to your Trust. If you don't already pay in this way you may like to consider doing so. All you have to do is to complete and return the Bankers' Order form you also should find enclosed. Similarly, if you do already have a Standing Order in favour of the Trust, you might like to consider whether you would like to change the annual amount – in which case you may use this form to revise your instructions to your Bank.

Our first photograph shows our Chairman Trevor England leaning from the window of the Great Northern carriage No. 2856, displaying the Transport Trust Peter Allen Award certificate. As reported in our March *Newsletter*, the generous Award of £1,500 has been used to fund the completion of the footboards.

The Award certificate was presented at an informal ceremony in the Museum on Saturday 31<sup>st</sup> August. It would have been nice to take the carriage out into the Ingrow sunshine (yes, it does shine in Ingrow, quite frequently!) but our roller shutter doors decided that this was the day they would break down, in a partially shut position, about three feet from the floor. Although the assembled party could have had a crash course in limbo dancing, the carriage is not so adaptable. Paul Kirkup (Caretaker of the carriage) and Trevor were nevertheless delighted to stand at the side of the coach with the party of members and guests and receive the Award from John Butler, representing the Transport Trust. The ceremony was followed by a mini-buffet before John Butler was taken on a tour of the Worth Valley Railway.



## ...and now for the News:

Life in the Trust continues and has not been dull. The slogan "Join the Vintage Carriages Trust and see the world" does not immediately spring to mind when sandpapering a panel in Great Northern No. 2856, or scraping years of muck from the underside of the Nine Compartment Met, or sitting in Keighley Shop on a quiet Saturday in November. Whilst this is a nice cosy place to browse through books, it is not the most glamorous of spots!

- ◆ Yet this *Newsletter* reports on four officers of the Trust enjoying dinner including "Green Pea with Smoked Duck Breast Soup" (just for starters – there was plenty to follow!) on the Venice Simplon Orient Express whilst travelling in leisured comfort between Leeds and Scarborough and return.
- ◆ Once more our coaches featured in a major television production, this time "The Forsyte Saga". This took place at Keighley and elsewhere on the Worth Valley Railway – and Paul Holroyd reports on this.
- ◆ The Scammell Mechanical Horse continues to make news, this time by travelling to Murton (near York) to take part in a Mechanical Horse Club "meet".
- ◆ Good progress is being made on our two principal ongoing carriage projects: the interior restoration of GNR 2856, and cleaning and rectifying where necessary the bogie and the underframe of the Nine-Compartment Metropolitan Railway carriage.

There's more about all these later in this *Newsletter*!

## Bring and Buy

In the meantime: whilst all this gadding about is very newsworthy, there are those who continue the day-to-day on-going work of the Trust here at Ingrow. With this in mind, here's some thoughts on our Sales activities. We have reason to be grateful to those volunteers who run the Shop cum Welcome Area at the Museum and who open Keighley Shop when possible. Add to this the growth in sales through our website: John Stephenson's invaluable work in sourcing further hardware for resale: the continuing sorting and pricing of books, magazines and other ephemera: and last but by no means least John Heaton's work in keeping the whole Museum looking clean and attractive. All add up to a fairly small but very successful team. There is a continuing need to add to this team – so do consider whether you could volunteer to join us. If you can give the Trust an occasional day helping us in any of these areas, please contact the Museum on 01535 680425 – or just call in: you are always welcome (and the kettle is always on the boil!). The efforts of this team would of course be in vain without continuing donations of **books and magazines**. Maybe this is another way in which you can help? We continue to ask that you remember the Trust if you find you need to dispose of any of your railway magazines, or if you need to thin your bookshelves before they collapse under the weight. If you can bring them along to our Ingrow Museum, please do so: any time between about 11 am and 4.30 pm, daily. If this is not possible and you have to leave them elsewhere on the Railway, please make sure that they are clearly labelled as being for the Vintage Carriages Trust. If you cannot get to the Railway or to our Museum and you have a large collection to dispose of, please let us know and we will try to collect. Just at present the Magazine Room is undergoing a significant reorganisation. Hopefully this will make it even easier to find the magazines you seek. Do come and have a look next time you are passing by Ingrow ...and if you are not able to visit, don't hesitate to post us your magazine "wants" list, or to ring the Museum on 01535 680425. Please remember that we can accept payment by Visa, MasterCard or most of the other standard cards.

## "Museum Trustee a Star in His Own Right"

So ran the headline: and Paul Holroyd was indeed a star for a night in which he was joined for a never-to-be-forgotten evening by Chairman Trevor England, Secretary Michael and Treasurer Jackie Cope. None of the foursome were recognisable as they were all hiding inside formal evening dress.

As reported in our last *Newsletter*, Paul had been nominated as a finalist in the Servicemark Yorkshire and Humber Customer Service Awards for his fantastic work in marketing and publicising the Trust, and particularly in promoting our Collection for use in film and TV work. (You will find later in this *Newsletter* his latest report on a filming session, this time for scenes for 'The Forsyte Saga', shot on the Worth Valley in September.) On Wednesday 18<sup>th</sup> September, the Award evening began at the Le Meridien Queens Hotel in Leeds, where the presentation ceremony was to take place. The reception room had been set up with suitable lighting effects and scenery, with a rather interesting smoke effect thrown in. The problem was that nobody seems to have thought to turn off the Hotel smoke detectors. So, just before the official starting time, a "dress rehearsal" managed to set off the fire alarm with the result that guests already present at the Queens Hotel were ushered into the street – and there we all stayed looking like a convention in the penguin house at the zoo until the fire brigade finally gave the "all clear". It was however a short-lived panic and we were very pleased to be at the award ceremony and to see TV presenter Christa Ackroyd announce the winners in the various categories and see Paul collect his award – a beautifully-inscribed and highly-polished clear glass block.

The best was yet to come! We walked via the newly-restored Leeds Station Concourse towards the awaiting Venice Simplon Orient Express Pullman train to take our five course dinner (which did indeed start with the previously-mentioned "Green Pea with Smoked Duck Breast Soup") whilst being wafted to Scarborough and back in the splendour of Pullman Car *Gwen*.

Paul has now come down to earth and is often to be found around the Museum, welcoming visitors, or sending out press releases, or ensuring that our Collection is treated by all (especially film Art Directors) with the respect it deserves. He along with the rest of us is well aware that this Award once more heightens the profile of the Trust and is a valuable tool in promoting our activities, not just to railway carriage enthusiasts but to the public at large. The Award has been put on display at the Museum for all to see. As was evidenced by one Award (*not Paul's!*) which ended up in tiny glass fragments on the platform of Leeds station – it is glass: and glass *is* breakable!



Paul and Trevor looking very much "at home" in the luxury of Pullman Car *Gwen*. Note the Award, on the table.

## Carriage News

### Great Northern No. 589

You will remember the mystery of what we thought was East Coast Joint Stock coach No. 143, which we now know is not No. 143 but is No. **589** and in any case is a Great Northern Railway coach, rather than an East Coast Joint Stock vehicle. The date of build is unchanged, confirmed as 1888.

As Dave Johnson reported in his article in the last *Newsletter*, he spent quite some time looking around for confirmation of this coach's number following Sandy Maclean's query of "ECJS 143". Dave went into investigator mode, searching behind garnish rails, door hinges and lock furniture, and then the sliding vents over each door. After a struggle to even move the vents and no luck under the first one, success at last and there for all to see was "589". This was repeated under other vents and is good evidence that we do indeed have Great Northern Railway coach of this number. We took the



Dave with the evidence clearly shown on the reverse of the ventilator panel.

necessary photo – and then promptly lost it! However, this has now turned up, being found at the bottom of Michael and Jackie's holiday luggage. So at last we are able to show you Dave triumphantly holding one of the vents on which the number is clearly marked. Dave is now endeavouring to paint the correct number (it's **589**, Dave!) on the interior wall of the guard's Brake, and we will ensure that our next stock book tells the right story about this coach.

### Great Northern No. 2856

Progress with the internal restoration of this coach continues very steadily and very satisfactorily, much helped by the financial assistance of the Heritage Lottery Fund.

The main activity at the present time is centred around the First Class seating. Robin Banner has now very successfully completed the seat bases. For these he used as pattern the contemporary seating recovered many years ago by Members of the North Yorkshire Moors Railway from the body of a GNR Saloon then in use as a pavilion at a Bowls Club at Acomb, York. This is identical to the seating in our coach, except that it is wider by some 5 inches and that it carries what must be an LNER floral-patterned moquette. Certainly having this seating available has proved to be of major importance and is helping enormously towards the accuracy of our replication of 2856's First Class seating.

Having the seat bases completed and in position meant that we were able to go into deep conference on site within the coach with our Upholsterer, Adrian Cunningham. We certainly now have a

very good idea of what is needed. Adrian is now seeking the necessary spring assemblies to go on to the seat bases, whilst Jackie Cope is looking into seat coverings. Present thinking (based on what little information we have – if you know of any sources we could possibly have missed, please let us know!) seems to be towards a plain navy blue wool cloth for the First Class compartments, and a plain navy blue or possibly deep plum navy repp for the Third Class compartments.

It looks as if for the Smoking compartments (one each of the two First and the two Third Class compartments were Smokers) the seat covering would have been using “Rexine” (American Cloth) rather than the plain fabric. To our surprise, we find that Rexine is still commercially available. However it looks as if this is now in thicknesses suitable only for bookbinding and the like rather than for upholstery, so if we go down this route it may be necessary to use modern vinyl materials in its place.

Just at this time Robin Bannier found a delay in the supply of metal spinnings needed for him to continue with his work on the gaslamps. This delay meant that he has now turned his attention to the wooden framing for the seat backs and at the time of writing is well advanced with the first one, which we are treating as the prototype. Adrian will then complete the upholstery of this prototype, but with temporary covering rather than whatever fabrics (or vinyl) we finally decide to use. We will then take this back to the coach to allow all snags to be eliminated. Once all are happy, Robin is looking forward to the “production run”, after which all can be passed to Adrian for completion.

The only intended change from the “Acomb Bowls Club” seating is that the outer (and, for us, the intermediate) arm rests will be fixed rather than folding. We realised that the “Acomb” seating was for a Saloon, which implies tables, for which being able to lift the arm rest out of the way to slide neatly and politely from one’s seat behind a table would have been a necessity (especially for ladies, in the dresses of the day). This does not apply within our First Class compartments, for which fixed armrests would have been much more appropriate. (There’s also the practical matter that the hinge arrangements for the armrests are quite complicated and would have involved some *very* expensive castings – but this was not the reason for this decision!)

Our carriage has roller blinds not only on each quarterlight but also on each door. Most of the spring roller assemblies for these blinds have survived the years, and the arson damage of six years ago, with very little damage. The blinds themselves haven’t, suffering considerable heat damage from the fire. John Adams has now made good the few blind rollers needing attention. We have taken all 24 of these to a specialist firm in Bradford that deals with vintage and veteran car upholstery renovation. As they occasionally remake roller blinds for elderly cars, attending to our rather larger ones should present little problem. We now await the three prototypes of these renewed blinds, for careful checking before going ahead with the full batch. The

coach was carrying a selection of “BR” and “LNER” blinds, but sadly none still identified as “GNR”. In the absence of any further information (unless, once again, you can help – in which case please let us know as soon as is possible) we will be going ahead with blinds to the same colour and with the same details as the “LNER” blinds, but without any lettering.

Although we are still some way from determining the way forward for the Third Class seating, progress has been made in the Third Class compartments. After considerable study of the available information, we realised that there should be *no* upholstery on the side panelling each side of the seating and that this should be tongued and grooved wood (painted, or varnished? If painted, what colour?). This meant removing all remaining evidence of the LNER upholstery and a major clean of the door and window framing prior to varnishing. As the LNER had been very generous with its upholstery tacks, there was considerable damage to this framing. Filling this was effective but left quite a problem with colour matching. The “teak” filler was a long way from the several different colours of the teak wood – not helped by smoke-blackening in the Third Class compartment adjacent to the Guard’s Brake. John Holroyd has done several “graphic artist” things for us in the past and in the very near future will tackle this problem. This will allow us to complete the varnishing, which will mean that apart from providing the tongued and grooved panelling there will then be very little to be done in the Third Class compartments. Other than the seating, of course!

There is however still plenty to do on this coach. Much of this is within the two toilet compartments, where Ray Sowerby continues to make good progress with the panelling, including as a “homework” project.

We would welcome further volunteers to work on this coach – so if you are interested in joining us, please let us know: ring 01535 680425 (Museum) or 01535 646472 (Michael Cope) or just call in! Our regular Working Weekends continue: these are always held on the second *full* weekend of the month. Please do not be put off by the Winter weather for the **December (14<sup>th</sup>/15<sup>th</sup>), January (11<sup>th</sup>/12<sup>th</sup>) and February (8<sup>th</sup>/9<sup>th</sup>) Working Weekends**: warm(ish) working conditions can be arranged! If you can join us then (or at any other time?) please do so!

### **Southern Railway ‘Bulleid’**

This carriage does not get a great deal of mention in our *Newsletter*. However, there are now moves to progress the ceiling painting. This may be courtesy of Chris Smith, one of our two part-time employed people, who you may remember from the last *Newsletter* has shown himself very capable with a paintbrush both in re-varnishing the First Class Metropolitan coach and also in finishing the compartment ceilings of GNR 2856. Once the weather goes colder he will turn his attention to preparing and painting this somewhat difficult surface to an acceptable standard. The interior of the Bulleid can be quite comfortably warm, so long as you have an electric fan-heater for company!

### Nine Compartment Metropolitan

This coach continues to receive the full treatment to its underframe and bogies. John Heaton seems to have emerged from underneath the vehicle and is working on cleaning and painting the sides of the underframe. The leaf and coil springs have been away for checking and re-making as necessary. These have now returned, as have the two wheelsets following re-profiling at Bury Loco Works. Chris Smith has now dealt with the great majority of the multitude of the various components which make up the brake rigging – now checked, cleaned, repainted and ready for re-assembly. We are now not all that far from being able to put this first bogie back together prior to again running it back under the coach. We can then take the coach to Keighley for turning, after which we can run out the *other* bogie. We can then look forward to doing the whole thing again, for the other end!

### SECR/SR 'Matchboard' coach No. 3554

Mike Holmes as Assistant Curator is conducting a piece of research work on this coach, of which he is the Caretaker. He has removed all the carriage prints from the compartments. With Jackie Cope he is now identifying and sorting these interesting sepia photo prints. Jackie is entering them on to the "Cardbox" database. They are in contact with Greg Norden to see if a full set of these authentic photo prints can be gathered together to display in this carriage.

*Greg Norden's book "Landscapes Under the Luggage Rack" is proving invaluable for this work and is to be recommended. Price £19.99, ISBN 0 952 9602; or visit the web site [www.carriageprints.com](http://www.carriageprints.com)*

### Scammell Mechanical Horse

This is not strictly a carriage! However, we are pleased that after its notoriety at being falsely accused of dashing about Bolton at unbelievable speeds (well, for a Scammell, anyway) it has come into the limelight once again. You may have thought that after all that notoriety it would have kept a low profile. Not a bit of it, the vehicle was to be seen as one of the attractions of the recent Mechanical Horse Club's meet at the Yorkshire Farming Museum at Murton, near York.

We would like to thank John Downs, who is a member of VCT but more importantly the Chairman of the Mechanical Horse Club, for arranging for the Scammell to be transported to the meeting and looking after it whilst there. John was very pleased with the success of the meeting, with over a hundred vehicles present. Apparently there were quite a few enquiries about the "Speeding Scammell", and we did send the full set of the newspaper clippings on the subject. The Scammell took part in the ring event and the whole event received very good press coverage.

Anyone interested in the activities of the Mechanical Horse Club is very welcome to ring John Downs as its Chairman on 01535 663326.



Our Scammell (centre) in company with younger relations at the Mechanical Horse Club's meet at Murton, near York

### ...turning to locomotives

#### **Bellerophon**

We haven't very good news here, we're afraid! The old locomotive set off on its tour of Yorkshire, leaving its base of Foxfield for the Middleton Railway, where it took part in their Autumn Gala Weekend of 28<sup>th</sup> and 29<sup>th</sup> September.

Ian Smith reports that on the Saturday the loco performed reasonably well, though the right hand clack valve failed. The clack valve is a non-return valve fitted to the boiler, at the point where the feed water is delivered. It automatically re-seats under boiler pressure, but all such valves can be prone to being prevented from shutting by a variety of means, usually some form of sediment preventing the valve from re-seating. There is no shut-off

valve to this clack, which means that if it should fail to re-seat the locomotive must be immediately stopped through lack of boiler water and the fire thrown out straightaway to prevent any damage to the firebox. In this instance it was found possible to re-seat the valve and the engine continued in service and a successful day's operation was then enjoyed.

When the locomotive was being disposed of, it was noted that one of the firebars had broken. However, the next day (Sunday) it was found that a few of the firebars had collapsed into the ash pan. A temporary repair was carried out and the locomotive was put in steam on the Sunday also.



*Bellerophon crossing Moor Road: the Middleton Railway's Autumn Gala Weekend, 28<sup>th</sup> & 29<sup>th</sup> September 2002*

After this, the locomotive continued on its tour to its home ground of the Worth Valley Railway. Unfortunately the state of the firebox and of the ash pan was such that the Worth Valley's Locomotive Department failed the engine, and it took no part in the Railway's October Gala Weekend as had been planned. This was a great pity as it would have looked excellent teamed with the First Class Met and the South Eastern & Chatham coach, however that was not to be. The two coaches were on loan to the Railway and did the Ingrow to Damems shuttle, but with another locomotive rather than the intended *Bellerophon*. The coaches were very popular and a "works trip" from our Museum on the Sunday sampled the ride of the newly-restored bogies of the First Class Met (the "bounce" seems to have got less!) and the comfort of the Chatham coach.

*Bellerophon* has now returned to the Foxfield Railway. Plans have been put in hand to draw up a ten year Agreement with Foxfield for them to look after the

locomotive and see it through the "ten year" boiler examination and any other major work which will need to take place in the next few years.

The Trust's Committee is very happy that we are moving towards this agreement with Foxfield Railway. Foxfield has great expertise in industrial locomotive restoration and maintenance and one has only to visit the Railway and see *Bellerophon* there to know that it is in the right environment.

Foxfield is hopeful that the old loco can be repaired in time for a photographic charter soon after Christmas. Any enquiries about this should be addressed direct to "30742 Charters", email [30742@btinternet.com](mailto:30742@btinternet.com). This will probably be the last appearance of

*Bellerophon* for some time as the Annual Inspection is due shortly after that and it is understood that the state of the tubes will mean that *Bellerophon* is then likely to be stopped. It just isn't realistic to replace the complete set of tubes for the limited life available before the end of the full ten-year examination period. Hence the need for the "ten year" examination to take place as soon as we can manage after then. This is very much a "boiler out" task: there are no significant known problem areas – but one never knows, particularly with such elderly equipment!

### **Sir Berkeley**

News here is quickly dealt with as there isn't any. We still await some decision on the Pre-Application we made to the Heritage Lottery Fund. There has been some movement on this, but we have still quite a long way to go before we can see whether all the generous pledges from Members can be drawn upon and the locomotive brought back to running order. "Watch this space" would seem to be the order of the day!

## **And now for something completely different...**

*There are sides to some of our volunteers which are quite amazing. Jim Pickles is a stalwart member of our Committee. He is a 'regular' on our Shop roster and faithful in sorting the various facts and figures necessary when dealing with the pay for our two employees. We then discovered that he organises Crank-Ups. "What on earth is a Crank-Up?" I hear you cry – well, let Jim tell you himself:*

"Over the last couple of years, the Aire Valley Vintage Machinery Club has staged a number of Crank-Ups at the Ingrow Railway Centre. By now you may be wondering who are these cranks and what are they up to!

Well, the Aire Valley Vintage Machinery Club was formed at the turn of the Century (20<sup>th</sup> to 21<sup>st</sup> Century, that is!) for people interested in stationary engines, tractors and other bits of vintage machinery. The Club soon grew to accommodate motorcycles, cars, commercial vehicles, heavy haulage tractors and lamps, and it found a very suitable backdrop for the display of these items in the environs of Ingrow Yard.

The term 'crank-up' comes from the method of starting the stationary engines and some of the tractors, that being

by liberal use of a cranking handle. Something that only those of a certain age will be familiar with! Stationary engines, whether steam or internal combustion, were used as a ready source of power for driving agricultural equipment, industrial machinery and pumps before the widespread introduction of mains electricity, and where stationary engines replaced the water wheel, tractors replaced the horse.

The most common tractor displayed at Ingrow has been the famous little grey Ferguson tractor. To those not in the know, all of these "little grey Fergies" are identical. However, under the cowl, they could not be more different. For a start, they could be petrol engined, diesel engined or they could run on tractor vaporising oil

(a kind of paraffin). They could also be dual-fuel, being started on petrol but switched to tractor vaporising oil once thoroughly warmed up. They also came with various power outputs, starting at 20 horsepower and rising to a massive (!) 35 horsepower.

Staying with horsepower, the stationary engines on display also demonstrate the great range of power available. Rarely has anything been displayed that exceeded 5 horsepower of output, the majority of engines produce between 1 and 2 horsepower, but some were even less at one-quarter and one-eighth horsepower.

Amongst the engines displayed were examples built by Lister, Petter, JAP, Villiers, and Crossley from the

British manufacturers, and Amanco from across the pond. Other tractors included examples built by David Brown of Meltham, near Huddersfield, and Massey Ferguson, the final incarnation of the Ferguson line.

Finally, a mention of the other passion of certain Club Members ...oil lamps. Although these could not be seen to their best effect, various lamps were in evidence. Pressure lamps were represented by paraffin-fuelled Tilley lamps, whilst red Raylor and Chalwyn road lamps represented the more familiar paraffin and wick style of oil lamp. In keeping with the whole event, exhibitors were kept warm with steaming pots of tea, brewed up on a genuine Primus Stove!"

### More on the filming scene – *The Forsythe Saga*

Once again, we have been involved with another filming assignment for television. This time, it's Granada Television's new series of *The Forsythe Saga*. Emma Griffiths Malin plays Fleur, and Lee Williams plays Jon. We provided the Met First, the Met Brake and GNR No. 2856 for two short scenes at Keighley: Episode 2, scene 7 (the 15<sup>th</sup> day of the story), with Fleur and Jon on the train, and Episode 3 scene 26A (the 25<sup>th</sup> day of the story), with Fleur getting on the train at Kings Cross station. We also filmed a few runpasts in open country.

Filming took place on October 18<sup>th</sup>, but the story began for VCT four months earlier with the initial enquiry on June 17<sup>th</sup>. From then onwards the diary looked like this:

July 9<sup>th</sup>: a visit by Granada TV.

August 8<sup>th</sup>: a phone call from their Art

Department, seeking confirmation of carriage print sizes.

August 14<sup>th</sup>: a coach load of film people – including the Director, Art Director and Location Manager – descend on Ingrow, with lots of discussion regarding train formations, and questions about what they could do to disguise carriages.

We then discovered that a new Location Manager had been appointed, so the process of explaining things started again!

October 16<sup>th</sup>: the Art Director arrives with a team of workers who set about changing the upholstery in one compartment of the First Class Metropolitan carriage, changing carriage prints in two compartments, and applying coverings – under strict supervision – over the insignia on the First Class Met and GN No. 2856. The

third carriage to be used (the Metropolitan Brake) did not require any "prepping" to the exterior.

October 18<sup>th</sup> found your reporter at Ingrow at 5.55 am. After placing notices to the film crew in every compartment, and locking the carriage doors, I was joined by Guard Mark Croasdale at 6.37 am. Twenty minutes later, the steam loco, Taff Vale No. 85, arrived and coupled to the carriages. GN 2856 was at the Keighley end, then the Met Brake Third, and the Met



*Forsythe Saga* filming. It's not obvious from this photo that our GNR 2856 was masquerading as a Great Western Railway carriage!

First at the Oxenhope end. On arriving at Keighley, we discovered that the KWVR souvenir kiosk had been transformed with various period newspapers, including *The Star* for 24<sup>th</sup> January 1920 and the *Daily Mirror* for 29<sup>th</sup> April 1920. Complementing the newspapers were various other delights including Fortnum &

Mason's Smokers Mixture and several attractive postcards showing Kings Cross station and a variety of Great Northern Railway locomotives.

A very full day ensued at Keighley Station. Then at 3.05 pm we set off for Oxenhope, surprising some trespassers and a horse on the line in our travels. We finally arrived back at Keighley at 6.16 pm, and then turned the locomotive on the turntable. The art department people removed the disguises from the carriage exteriors, and we returned the carriages to the Museum. My day was not yet over as I had to await any smoke dispersing before setting the fire alarm, and so my long and interesting day ended at 7.15 pm. As you can see, a lot of preparation goes into filming work!

*Paul Holroyd*

## The DCMS visits us

Friday 22<sup>nd</sup> November turned out to be a rather special day for the Trust. We had been asked by the Government Office for Yorkshire & The Humber to be one of the venues for the visit to the region of Sue Street, the Permanent Secretary for the Department of Culture Media and Sport. Sue Street was on a familiarisation visit to the Yorkshire Region and had spent the morning at two locations in Bradford, looking at projects to renovate and rejuvenate these areas of the City.

We decided that we would extend the scope of the visit by asking Paul Brown, the new Chairman of the Keighley & Worth Valley Society, if Sue Street could travel from Oxenhope down to Ingrow on the diesel railbus, calling briefly at Oakworth on the way. Paul was delighted to co-operate and the visit went very well. Not only did we welcome Sue Street and the Yorkshire Area Government Office representative Bernard McLoughlin who had organised the visit, but also Barbara Woroncow, Director

of what is now the Yorkshire Museums, Archives & Libraries Area Council: Ray Taylor and Ian Cairstairs from the Heritage Lottery Fund in the Yorkshire area; and Mark Suggitt from the Bradford Council's Museums Service. We do hope that Sue Street returned to her office in London with good memories of our area and in particular our Museum and the Railway.

Bill Black drove the railbus, Mark Collinson was the Guard, the Responsible Officer was Trevor England, Mark Croasdale looked after Damems Crossing, Peter Scott was at Oakworth, KWVRPS Chairman Paul Brown led a brief visit to Oxenhope and Oakworth then travelled on the railbus to join us at Ingrow – and it's worth noting that *all* of these, as well as operating the Railway, are Members of our Trust! Thanks also to John Heaton, Chris Smith, Bob Stott and Mike Holmes for helping put on such a good show for the Railway in general and for our Museum at Ingrow in particular.

## Annual Meeting 2002

The theme of the Annual Meeting for 2002, held at the Toby Beeches Hotel in Keighley on October 26<sup>th</sup>, was again of steady progress and consolidation over the year. Members should find a copy of the AGM Minutes enclosed with this *Newsletter* – and any Member who

would like a copy of the Annual Report and Accounts for the year ending 31<sup>st</sup> March 2002 (as presented at that Meeting) should write to the Secretary at the Haworth Station address, enclosing a large (C5) self-addressed envelope (33p stamp, second class post).



Our 'Chatham' coach and the First Class Met coach leaving Ingrow Yard – the Worth Valley Railway's Gala Weekend, October 12<sup>th</sup> & 13<sup>th</sup> 2002. The locomotive should have been *Bellerophon* but for reasons already explained this was not the case. Once again we have a photograph taken by a carriage enthusiast – so we're not sure what is at the front end: it *could* be L&Y No. 957.

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