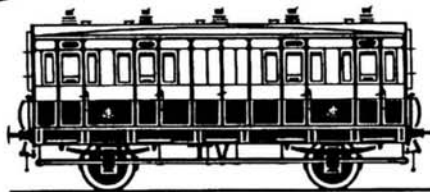


VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776 Registered Museum No 1202

Members' Newsletter: March 1994

It is on a sad note that we open our Newsletter.

Over the last two months the Trust has lost three dearly loved friends, Jean England, Edna Spencer and Terry Jackson. All in their individual ways contributed much to the Trust, and they all three will be missed.

Our Chairman Chris Smyth writes: The recent death of **Jean England** at the early age of 39 came as a shock. Jean's cheerful spirit disguised the seriousness of the illness she fought in recent years. Those who attended the recent Trust AGM will recall that Jean was present and in good form, keeping the Chairman and the rest of the "chuff nuts" in order.

Jean's marriage to VCT Treasurer Trevor England brought her into the railway fraternity. Though not herself an enthusiast she accompanied Trevor on many of his visits to the Worth Valley and took an active part for VCT in events like the Rochdale Model Railway Exhibition. On their regular visits to the Railway Jean and Trevor introduced several now familiar faces to the Trust. Among them Jean's friend from KP Nuts, Susan Garrett, who later became my wife!

We extend deep sympathy to Trevor at his tragic loss.

Jackie Cope writes:

Terry Jackson died suddenly on 10th February. It is difficult for those of us who regularly visit or work in the Trust's Museum at Ingrow to realise that our friend and fellow volunteer is no longer with us. Terry who was 25 years old was not ill and his death was completely unexpected. The shock of this to his Mother and Father can be fully appreciated, we can only offer our very sincere condolences to them in their extreme grief. Terry had been involved with the Trust as a working member ever since the Museum opened in 1990. He would turn his hand willingly to any task. How often he would wander into the Museum even if it was not his rostered turn, just to lend a hand or make a cup of tea. He manned the Museum regularly, welcoming visitors and waving to the passing trains. The Trust can only express a deep grief and sense of loss.

Edna Spencer died in February after a brave battle with her illness which she never allowed to dim her cheerful spirit. Edna and Les Spencer came to the Worth Valley Railway with the Bahamas Locomotive Society. They both willingly turned their hand to many tasks and thoroughly enjoyed their time in many areas of the Railway's life. It was Edna's love of plants and gardening that brought her into contact with the Trust. The wonderful spring and summer floral display in the flower tubs outside the Museum and the small garden near to the entrance owe a great deal to Edna and Les. Even after such a short acquaintance we feel that the Trust has lost not only a member but a friend. We offer to Les our condolences and perhaps more importantly our support and friendship at this sad time.

Museum Extension

We have now obtained the necessary Licence to build over the sewer at the rear of our Ingrow Museum. This was a necessary preliminary to and has now been followed by our gaining Building Regulations Approval. At the time of writing, Tenders are with a selected three or so building firms. These are on the basis of going ahead with the “sideways” extension as soon as is possible – but the rate at which this can go ahead will be very much influenced by the availability of the necessary finance. The Tenders are expected to be returned just after Easter. This means that at the moment we do not have enough information to say just what can be done, and when. Almost certainly we will have to proceed on a “stage by stage” basis for the “sideways” extension, with the “rearwards” extension following as and when possible.

The key problem is indeed likely to be that of finance. Until we have the returned Tenders, fairly obviously we don't know how much money we will need (or when), and so cannot even start to ask for Grants from the very few possible sources. We must of course all be very much aware that we must find the larger part of the necessary money ourselves. As applied to such good effect when we built the existing Museum, this will need to be by gift from ourselves as individual Members, possibly helped by interest-free loans. No, just at present this isn't an Appeal! – but an Appeal will need to be made as soon as we have a reasonably clear idea as to just how much money we need (and when): so please start thinking about your response to this, now! If we are to progress as well and as effectively as we have over the last few years, we will need to find the money to build not only the “sideways” extension (to provide much-needed storage space, as well as improved toilets and a greatly-improved entrance and sales area housing also a “welcome to the Trust's Collection” display) but also the “rearwards” extension: we just haven't enough covered space to house our present Collection, let alone the 1898-built Great Northern Railway coach still on the North Yorkshire Moors Railway and which we would like to bring to Ingrow as soon as is possible. Despite the (temporary!) absence of information, if you feel you are able to help with this important project, would you please contact the Trust's Secretary, c/o Haworth Station?

Grant Applications

Your Committee is determined that our coach (and locomotive) restoration work and general improvements to our Museum should not stop whilst we are dealing with the building extensions. Obviously, some slowing down may be necessary; but the emphasis is on slowing *down*, and not to a standstill! We are very keen that this work should continue steadily. For some years past, we have been fortunate enough to receive support from such bodies as the Yorkshire & Humberside Museums Council

(YHMC) and the PRISM (Preservation and Restoration of Industrial and Scientific Material) Fund, administered by the Science Museum. This year, we have made application to YHMC for support towards the final completion of the internal woodwork of the First Class Metropolitan Railway coach, towards lino for one half of the Bulleid coach, and for a number of free-standing display boards to improve the interpretation of our Collection. Also we have applied to the Museums and Galleries Improvement Fund for help towards getting our sound system reliably and fully operational once again. It is most unlikely that YHMC and the Improvement Fund will be able to support more than hopefully one of these projects – but this does demonstrate the ways in which help can be made available to Independent Registered Museums such as ourselves. We are very grateful for help received in the past, and are hopeful that assistance will again be available to us this year.

The Shops...

.... remain of very great importance to the continued well being of the Trust. The present team is doing an excellent job, and the level of trading over the Winter has been very good. There is however an urgent need for a few more Members to volunteer to help in the Shops (and in the Museum!), to allow us to reliably open both Shops *every* weekend and Bank Holiday week, also if possible whenever Worth Valley Railway trains are running midweek during the Summer. This can be a very pleasant way of helping the Trust – and, yes, you are allowed to read the stock!

If you can help in any way here, whether for just once a month or for a few days during the Summer, would you please contact Jackie Cope, either c/o Haworth Station or by ringing 0535 646472? Your assistance here would be very much appreciated.

The Museum

Not a great deal has changed over the Winter. The “South Eastern & Chatham” departure board has departed, to give space for a very large Bradshaw map, framed by the Bradford Industrial Museum's Workshops with much-appreciated financial assistance by the Yorkshire & Humberside Museums Council. As yet we have not been able to accurately date this map: this is a challenge which awaits what could be *your* solution. If, the next time you visit, you can deduce this date, please let us know what it is and why you think it is that date.

Incidentally, the “South Eastern & Chatham” departure board was an artefact of the late 20th Century, and as such was not part of our Collection. It was made for the filming of “A Lady of Substance” at Hull Paragon Station ca 1990 and was a 100% reproduction item.

“Bertha”, the well-known tea trolley, is now virtually complete. She awaits only her wheels (the brakes are being re-lined), the manufacture of one push handle, re-chroming of the metal parts, and of course painting. This

sounds quite a lot, but by comparison with the work that has already happened is relatively minor.

We still seek a suitable display case for the late Mick Todd's 3½" gauge live steam model locomotive. This needs to be of size and shape appropriate for this locomotive, sturdy and reasonably secure. We have had absolutely no success so far, so, if you know of a suitable display case, we should be delighted to hear from you.

Coaches.....

The Bluebell Railway has very recently acquired rather a lot of coaches and is facing its own accommodation problem. This has resulted in the "Chatham" coach now being likely to return to Worth Valley metals shortly after Easter, this being rather earlier than the intended Autumn return. The "knock on" effects for us, and for the Railway, include that the North Eastern Railway saloon will need to move back to Oxenhope and that either "Sir Berkeley" or "Lord Mayor" will need to be found space elsewhere on the Railway. The precise detail of this is yet to be established, as is the timing – as Members will be aware, the Railway has a very ambitious "special events" programme for this year! As previously mentioned, the Bluebell Railway re-upholstered the coach as "payment in kind" for using the coach. The coach is reported as currently in the Bluebell's carpentry shop for necessary attention to the section of external panelling which used to carry the handrail close by the Guard's door: this last came off in one Guard's hand, depositing him on the ground, fortunately without causing significant injury! The coach will then be repainted by the Bluebell Railway before its return to West Yorkshire. Whilst undoubtedly this coach's return will cause significant problems in finding space on the Railway as a whole, we will be delighted to see it back – its return has already been delayed for well over eighteen months and we've almost forgotten what it looks like!

There are still quite a number of "finishing off" jobs to be done on the **First Class Metropolitan Railway** coach. These include such things as attending to droplight straps, door retaining straps and miscellaneous bits of trim. Over the Winter, the temperature in our Museum building has not been an encouragement to catch up with these outstanding items. These "finishing off" jobs do not include the significant work required to replace the walnut trim in the two end compartments, destroyed many years ago by assorted rots and funguses. This is the subject of one of our Grant applications for this year, so the restoration of this coach should be *fully* complete before the end of this year. Assuming not too much work is required on the running gear and the brakes.....

Little details like it being (or at least feeling like) several degrees below freezing haven't stopped one of our Members, Dave Johnson. To be precise, this has stopped him – but only from completing the varnishing of the Midland Railway bench. Although not a great deal needs doing here, Winter is *not* the time for varnishing: this will

be done once Spring has eventually reached us. This will then allow us to have the bench professionally reupholstered. It will then become available as a part of the Collection – and also for sitting on! With this temporary hold-up, Dave has transferred his attention to the brake compartment of the **Great Northern** coach, where he is progressing very nicely, thank you. He writes later in this "Newsletter" about this project: it's well worth your while to see what he is doing when next you visit the Museum. Until we have our purpose-built storeroom, the rest of this coach is crammed full of timber and other materials. Hopefully we will be able to free at least some of this in time for Dave's attention after what is shaping to be his superb restoration of the brake compartment!

As noted elsewhere, the **Metropolitan Railway Brake** coach will be in relatively frequent use on Vintage Trains and for the "Thomas" and (probably) "World War II" events over the Summer. As previously reported, work has started in renovating the interior on a compartment-by-compartment basis. The Winter weather has meant that progress on the coach itself (in the Railway's Carriage & Wagon Department's Shed at Oxenhope) has been only modest. However, most of the wooden trim of the first compartment is now at Ingrow and has now been relieved of its many layers of very elderly paint and has been revarnished. Eric Wright and his father are usually able to travel to Ingrow from Rotherham every Thursday, primarily to work on "Bellerophon". Again, the weather has not helped progress here. Having other work (including this varnishing) available to be done in the heated comfort of the "other" end of the Bulleid coach has helped considerably. Mr Wright Senior has dealt with quite a lot of this varnishing work – for which, many thanks!

Progress with the **Bulleid** coach remains very satisfactory and very positive. The remaining four large panes to complete the glazing of the Oxenhope end of the coach are now in position, with that end now looking very much more like a railway coach, both internally and externally. Primer and intercoat have now been put on to all of the "new" external metal cladding. For a Southern Railway (or even for a Southern Region) coach, the present red finish is definitely different! Those working on this coach are primarily Michael and Philip Walton, with painting assistance from Graham Bentley and with Eric Wright and his father and others also assisting from time to time. Bob Stott is now into his final month of his part-time placement with us from the Keighley Training and Business Factory, and continues to make an excellent job of the multitude of fiddly little upholstery jobs, especially the challenge represented by the armrests. (These sound quite simple. Just a piece of material from the bottom: secure it all round. Then another piece from the top: ditto. Then a piece of piping. Then repeat for the remaining 31 armrests. Then repeat for the 32 similar but slightly simpler ones for the other end of the

seats. Then attend to the four or so small but simple flat pieces of trim – sixteen of each. Fortunately, Bob seems to enjoy this work!

The **Manchester, Sheffield & Lincolnshire Railway** coach remains very much our “flagship”, admired by all. The **nine-compartment Metropolitan Railway** coach also remains in very good order.

The **Midland Railway** coach remains in the Dock Road at Ingrow, outside, but very capably looked after by Ingrow Station Master Stuart Mellin. Sadly, the Worth Valley Railway will not be celebrating the 150th Anniversary of the Midland Railway – there’s too much already planned by way of “Special Events” for this year, and there isn’t enough remaining time (or energy!) to do anything to commemorate this. In any case, although our Midland coach is one of the only two Midland items on the Railway, it still remains completely inaccessible in

In the GN coach, something stirs.....

“Allo, wot you doin’ in ‘ere?” says the guard in the GN coach – for about the twentieth time in the last hour. His cheerful cockney banter keeps me company on my Saturdays at Ingrow. I think I know his script by heart now! What am I doing in the Guard’s compartment? Well, one thing leads to another.....

There was I, a new recruit to VCT, cheerfully stripping and sanding the bench from Apperley Bridge Station, enjoying the sunshine and the passing trains. Then came the wet weather, followed immediately by the cold. Varnish the bench? Not a chance – too cold. So what to do now?

“Might I suggest”, says M Cope, “that you rub down and prime some ironwork in the GN guard’s compartment?” No problem, Michael! Those roofstick braces look like they need some attention. And so to work, with electric drill and wire mop. Decades of steam-age muck immediately cover my face, neck and hair. But what a transformation; the quality of the ironwork is so good, they come up like bright metal. (Ee, they knew ‘ow ter mek things in them days, tha knaws!) A coat of red oxide follows. Johnson admires his handiwork and is hooked! Well, one thing leads to another.....

Next thing is a visit to the NRM to view the interior of GNR Full Brake No. 948. I return with a roll of film and

Ingrow Dock Road until our friends the Bahamas Locomotive Society complete their new building. This is progressing well, but it will still be some time before the rails are again complete through their building to allow the possible release of the Midland coach. (The other Midland item is of course our Midland oil tank wagon, formerly the property of BLS: but that too is at present isolated in Ingrow’s Dock Road!)

The “**Lawson/Dawson**” saloon (NER No. 1661) remains as a guest in our Museum but as noted above will have to be moved back to Oxenhope when the “Chatham” coach returns. We note that ownership of this coach is now completely with Chris Lawson, rather than jointly with John Dawson, as previously applied. Both are Members of VCT: we take the opportunity of thanking John Dawson for preserving the coach in the first case – now a good many years ago – and of wishing Chris Lawson all the best for the future of this coach.

a painting specification for the interior (thanks are due to Richard Gibbon, Ray Towell and Tony Philby at NRM for their kind assistance). So, I now know the correct colours for the interior and these are:

Ceiling down to cant-rails: White.

Sides and ends: Buff Cream 1020 Y 10 R.

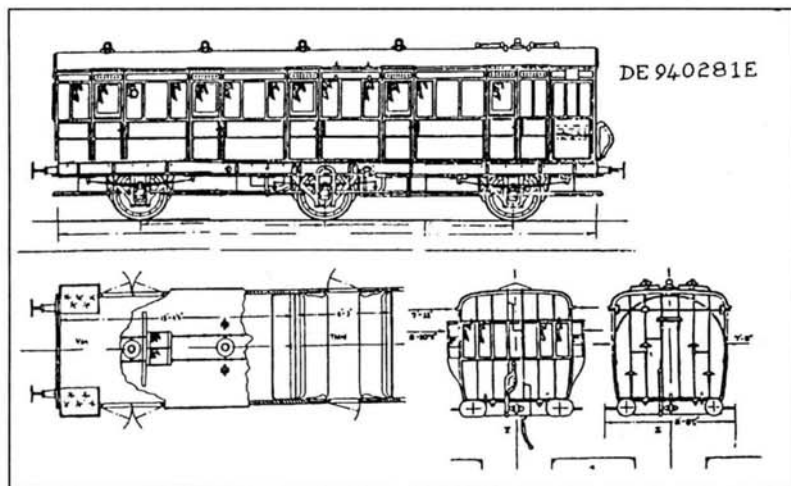
Doors, Seats, Draught-Screens: Brown 4060 Y 40 R.

Door Window-Frames: Varnished natural wood.

Handbrake: Base and column in black, handwheel white.

Floor: Mid-grey.

Fleet Number: Black, on panel centrally above cant-rail and between rear windows.



The story so far, is that I’ve rubbed down and primed all ironwork, filled and rubbed down the woodwork, and also primed the ceiling. The latter was a nice job for a fitness freak. A couple of hours overarm painting on tinder-dry wood causes quite a strain on the intercostals (look it up!).

Because I can get to Ingrow only on Saturdays (and then, not every one), the job will be slow and steady. As things progress, I’ll need a few items, such as:

Ceiling ventilator fittings, to match those in the compartments. These are the hit-and-miss type and fit beneath the W S Laycock Patent Air Extractors (OK, Torpedo Vents to you!). I’ll try Butterley, but if anybody has a couple in their attic...?

Oil lamps. Again, Butterley might help, but if anybody else knows of a source...?

Floor protectors. We need about 55 feet of decent 3" x 1" timber. These days, this is not a common section – and new timber is very expensive anyway. Anybody know a source of cheap/secondhand/free supply?

A Fleet Number! Glenn Foxley's researches suggest that our coach could be No. 1321, but this is not absolutely confirmed. I've dismantled three door-vents (more steam-age muck, this time up nostrils and cuffs!), but not come up with a definite answer. Only one vent revealed a number, which might have been 1408, but then again might not. I don't know if it was Doncaster practice to mix up the vents over the years – or even to put the number on the vents at all. (Yes, I know the L&Y did it!). One luggage-door handle has the number '35' stamped on it, but this might be a part number. Research will continue!

In the meantime, if anybody can answer any of my queries, please give me a ring any time in the evening on 0532-708479. After all, one thing leads to another.....

Dave Johnson.

“With money and time – nothing's impossible”.

No, this doesn't describe a VCT project, this time: here, Stephen Middleton (himself a VCT Member) describes his restoration of a Great Eastern Railway 6 wheel inspection saloon coach. He writes: “I didn't know that I wanted a Victorian railway coach. Not until I thumbed through Steam Railway magazine dated November 1992 and read ‘For sale by tender, GER 6 wheel inspection saloon coach. SAE Rutland Railway Museum.’

I was not in the business of restoring old trains. The largest I had handled was an ‘0’ gauge model railway. Yet this advert appealed. Forget the SAE, I telephoned the museum and made an appointment to view. As a married man I knew I had to have my wife's support. A visit to the nearby National Railway Museum at York did the trick. The beautifully-restored coaches and in particular the Royal train appeal to women. “Just think”, I said, “The one at Rutland could look like that one day!”

Those words rang hollow as we examined a rather shabby looking framework filled to the roof with junk. Nevertheless I put in a bid, spurred on by the fact that as son of the Ipswich station master in 1947, my father did extensive drawings of what even then was a vintage coach. My wife Jackie and I visited the Vintage Carriage Museum where their secretary Michael Cope was quite encouraging “Of course, with money and time, nothing is impossible.....”

We had to wait until January to discover if our bid was successful but already preparation work had started. Where were we to put it? Accommodation near our Harrogate home worked out at around £3000 per year.

Too much. Looking further afield a retired farmer agreed to house it in a redundant cow shed for considerably less. Laying track was unnecessary since the concrete floor was strong enough to support the 15 ton weight.

Our bid proved successful and on a cold February Saturday a low loader eased itself into the shed and the coach was hauled off by tractor. It was safe under cover. The Vintage Carriages Trust recommended a joiner for the crucial structural repair work but he was not able to start until at least April. In the event, he completed his role toward the end of May.

Now we could begin. Jackie tackled timber treatment and nail removal with enthusiasm while my father and I cut good quality mahogany plywood panels and screwed them to the frame with countersunk brass screws. The positions of the windows became apparent as panelling returned to the frame. Several smaller jobs I did at home, such as the fabrication of the metal door vents and the routing of beading. I also made contact with individuals and organisations to research the appearance and history of the coach. A gentleman belonging to the Great Eastern Society was most helpful, sending me photographs and plans. One showed the original front end, which was far nicer than the metal four light window, so out it came and mahogany section ordered for the reproduction.

I learned that the coach was built at the Great Eastern Railway's Stratford works in 1889 for the Chief Engineer, John Wilson. It was fitted with electric light from new, powered by a dynamo which topped up batteries. It was stationed at Norwich, but moved to Ipswich. In later years it was little more than a mobile mess room, firstly for the Shenfield electrification scheme and then for Woodhead tunnel inspection purposes. Twenty years ago Sir William McAlpine purchased it, along with other Great Eastern coaches, direct from British Railways. He then sold it to the Rutland Railway Museum. It had a kitchen, WC and basin, central compartment with settees and tables and an observation compartment.

The only furniture remaining was a mahogany kitchen unit minus doors and drawers but with a grand butler sink. Most of the fittings were missing but I have been amazed at the generosity of individuals and societies. Brass door handles, iron torpedo vents, leather drop light straps, drop lights etc. were given, sold or loaned. Those on loan were masters for brass casting. A glass company donated suitable toughened glass panes. The job I had been dreading, cutting and fitting the beading covering panel joints proved to be a joy.

Butyl glazing tape was used in preference to putty. It made the fitting of the glass very easy and, because it is non-setting, allows for any movement. The local wood yard cut mahogany glazing bead from a sample which still adhered to one of the window frames, and a cabinet maker cut the curved corner pieces.

Weathersealing the roof was straightforward. Any gaps or holes were filled and the surface of the planks scraped smooth. Linseed oil based canvas jointing compound was spread generously over the surface to adhere to a 32' x 9' 6" sheet of canvas. With the aid of several volunteers the canvas was stretched and nailed around the edges. The wooden gutter was screwed into place to hide the nails and excess canvas trimmed off.

Beadblasted and primed ventilators were screwed back into place and holes cut through the canvas from the inside, under the vents, to allow the passage of air. Painting proved to be quite easy but the filling and rubbing down was sheer purgatory.

It has been hard work but extremely satisfying. The two questions most asked are: "What are you going to do with it?" and "How much is it costing?" In 1994 it is likely to visit a preserved railway on loan in exchange for tidying up the chassis and restoring the brakes. When it returns to North Yorkshire my wife and I expect to have moved to a house which can accommodate this 32' long vehicle. It will then be used as our office. As for cost, how much does a conservatory or extension measuring 32' x 8' cost? More than £6000 and you couldn't take it with you when you move! Being an open saloon it can take a variety of furnishings but I hope to use office furniture in keeping with its character.

Fancy having a go yourself? There are plenty of grounded bodies which are cheap or even free. If you do acquire such a project, make sure you have undercover accommodation with good road access and you have a permanent home and use for it upon completion. Skills required are fairly basic, enthusiasm, patience and determination being more important.

Do get out and about. Meet other restorers and learn from them. Some will visit and advise but always give as much as you take. If someone offers parts, do make a donation to their project or preserved railway. You'll then cement a good relationship and can call upon their support again if necessary in the future. Vintage Carriages Trust and Association of Railway Preservation Societies membership only cost a few pounds and their help has been much appreciated. If you feel you can handle such work and can locate facilities, give it a go. You'd be helping railway preservation and saving an antique which could be of real practical value, being an extension to your home."

Metropolitan Railway No. 1

This 1898-built locomotive is visiting the Worth Valley Railway over the Easter period. This E class 0-4-4 will be running in public service with our two Metropolitan Railway coaches as detailed below.

Obviously this is of importance to us, as it represents the first time for a great many years (doubtless someone can tell me just how many years!) that a Metropolitan Railway locomotive has been able to run with

Metropolitan Railway coaches. It will of course be a rather short train, but nevertheless one well worth making the journey to see. The Worth Valley Railway's "Photographers' Newsletter" gives the details, as follows:

"METROPOLITAN RAILWAY MOVES NORTH



In another "first", the KWVR has secured the services of ex-Metropolitan Railway "No. 1" from the Buckinghamshire Railway Centre, Quainton. "No. 1" will be at the Railway during April, and we intend to make as much of the locomotive as possible! The principle aim is to pair the engine with the VCT's Metropolitan Railway carriages before "No. 1" is withdrawn at the end of the year.

"No. 1", an 0-4-4 of the E class, built in 1898, was the last locomotive constructed at the Metropolitan Railway's Neasden Works, being used mainly on the commuter trains to Verney Junction, the furthest outpost of "The Met", where connection was made with the LNWR Oxford-Bletchley Line.

"No. 1" will be in traffic on KWVR service trains throughout the Easter Holiday weekend, hopefully paired with KWVR "Pannier" tank 5775 which also worked for many years as London Transport L89.

Then during the following two weekends on Sunday 10th and on the Railway's Enthusiasts' Weekend Saturday 16th and Sunday 17th April "No. 1" will work its own unique 2 coach Metropolitan Railway train, paired with KWVR-based Vintage Carriages Trust's famous Metropolitan Railway "Dreadnought" coaches to recreate for the first time in preservation, an original Victorian London underground train – presenting enthusiasts with a unique opportunity to ride as Victorian "Met" commuters."

Summarising this: the dates on which our two coaches will be operating with Metropolitan No. 1 are:

- ♦ **Sunday 10 April** – "Metropolitan Day": four round trips in the relief path:
- ♦ **Saturday 16 and Sunday 17 April** – Enthusiasts' Weekend: in use on the "Ingrow Shuttle": also on the Saturday evening, with our two coaches being joined by the NER Saloon No. 1661.

The usual provisos of the Railway's Timetable contained in the phrase starting "Whilst every effort is made to

maintain the service....” apply. No one can absolutely guarantee that locomotives or coaches of this age actually will operate as intended – but every effort will be made!

Please note also that premium fares will apply to the evening train, which is expected to be heavily over-subscribed.

Any enquiries concerning timings or travel should be addressed to the Railway (24 hour Timetable Information, 0535 647777; other information, 0535 645214) and not (please, *not!*) to your Secretary.

In addition to the above and all being well, a private photographer’s event including all three Mets and Met No 1 (and *possibly* the Pullman: shades of “Mayflower” and “Galatea”!) will be running one day whilst Met No 1 is on the Railway. Access to this WVR-organised event has to be restricted to a very limited number of photographers, at the price of £25 each, plus (if not already the case) Worth Valley Membership and a WV Photographer’s permit. Due to the inoperative state of our First Class coach’s braking system, no passengers may be carried and so no train travel will be possible – this is planned solely as a photographer’s event. If any VCT Member especially wishes to attend (at the stated price), please contact Graham Maple for further details. Graham’s address is: 8 Collyer View, Ben Rhydding, Ilkley LS29 8NE; and his telephone number is 0943-607127.

The relevance of the Pullman Car is that the Metropolitan Railway did indeed run Pullman services! The two cars in question were *Mayflower* and *Galatea* and were the result of competition from the better-equipped Great Central Railway running over the same tracks: the Metropolitan Railway was concerned about the effect on its First Class customers. The two cars were built by the Birmingham Railway Carriage & Wagon Company. They were just over 59½' over buffers, weighed 29 tons, and had seating for 19 persons. They were named after the two contestant yachts in the 1886 America’s Cup: no one seems to know why these names were chosen.

The Metropolitan Railway’s Pullman service began on 1 June 1910. This was the first electrically-hauled Pullman service in Europe. *Mayflower* and *Galatea* were owned by the Pullman Car Company, who had a ten-year agreement with the Metropolitan Railway. They were initially operated within trains of Metropolitan Railway “Bogie” stock, and later in trains made up of “Dreadnought” vehicles – so our own three “Dreadnought” coaches would have run with these Pullman cars from time to time.

A supplementary charge of 1/- was made for travel beyond Rickmansworth, or 6d for any distance between Aldgate and Rickmansworth. These Pullman trains worked from Verney Junction, Aylesbury and Chesham to Baker Street, with some workings extended to Liverpool Street or Aldgate. Light refreshments were served in the Pullman cars, including breakfast on the

inward journeys and supper on the late train from Baker Street (for the theatre traffic). The two Pullman cars were finally withdrawn on 7 October 1939, after the outbreak of the Second World War.

Our two Met coaches are expected to be in Worth Valley service also on:

- ♦ **Sunday 8 May** – “Edwardian Day”: with Bahamas Locomotive Society’s “Coal Tank” and NER Saloon No. 1661:
- ♦ **Sunday 23 October** – “Treasures in Trust”: again with BLS’s “Coal Tank”, but this time also with the Lancashire & Yorkshire Railway Preservation Society’s L&Y Brake coach 1474.

It is likely that they will also see some use on the two “Thomas the Tank Engine” weekends (14/15 and 21/22 May) (as “Annie” and “Clarabel”) – also for the World War II event on the weekend of 25/26 June.

Locomotives

The Winter weather has considerably slowed progress on “Bellerophon”. However, the replacement firebox stays have now arrived, and the first of these is successfully in position. There was some delay in finding rivets of the right specification. These are now on order but on arrival will need skimming down to the required size before they can be used. With hopefully Spring on its way and the weather being a little more suitable for doing this work outside, the front tube plate should be rivetted back again within two or three months, after which progress on putting “Bellerophon” back again should be much more visible.

“Sir Berkeley” is “all dressed up but nowhere to go”. He (or possibly she) is in full going order, but at the time of writing we have not found any Steam Centre or other appropriate location wishing to hire “Sir Berkeley” over this Summer. With the fast-approaching need to liberate space in our Museum to accommodate the “Chatham” coach on its return from the Bluebell Railway, this matter is now becoming VERY URGENT! So, if you know of any suitable site prepared to pay our quite modest charges for hiring the locomotive for part (or even all) of the Summer, would you please contact Philip Walton, c/o Haworth Station, with some urgency?

It would of course be very pleasant for “Sir Berkeley” to be available for use on Worth Valley metals. The idea of an evening trip in one or possibly even two coaches up and down the valley behind “Sir B” is certainly one which greatly appeals. Unfortunately, “Sir Berkeley” has not as yet the necessary Department of the Environment approval for this use. We have asked the Railway Company to request this, but as yet have heard no further about this. In the meantime, we would much like to see “Sir Berkeley” again in steam and again in use – which is the main reason why we would ask for your help in finding a suitable location for “Sir B” for this Summer. As noted above: RSVP, ASAP!

Scammell trailers, cattle wagon

On the subject of the partly-visible numbers found on the "Tate & Lyle" trailer and on the cattle wagon body, Member Len Stanway writes: "1. Scammell Trailers. This is, I believe, a BRS number from the mid-late '60s. Unfortunately, I have only reference books from the '50s, so I can't fully decipher the code. CT stood (in the '50s) for "BRS (Contracts) Ltd, Trailer". 0822 and 7935 would be the fleet numbers. A18 would be the depot number. In the '50s, A was the South Eastern Division. 2. Cattle Wagon. REHG96263 looks to me like a BR Private Owner Wagon number. 18-10-6xxxx3 looks like an international number, or could be either a date (18 Oct 6?) or tare weight (18t, 10c, 6q) plus, in both cases, an unrelated number. If it was an international number, a military connection seems possible (British Army in Germany?). Not much help, I'm afraid, but it might start some thought processes in others."

If anyone has further contributions, they would be most welcome.

Twin Events.....

Our "twinned" body AJECTA (Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois) invites VCT Members to join them on any of their programme of excursions for 1994.

The first is on Sunday 27 March, from Paris Nord via Compiègne to Rethondes, before returning to Paris Nord.

The second is a major two-day trip on Saturday 7 and Sunday 8 May to commemorate the opening of the Channel Tunnel (and to which we are especially invited). This is jointly with the Pacific Vapeur Club (PVC) of Sotteville (near Rouen). AJECTA's train, headed by their C231 2-8-0 No. 140, will set off from Paris; PVC's from Rouen, headed by their Pacific No. 231 G 558.

The two will combine at Amiens and then proceed double-headed to Calais. Sunday's return will include a stop at Noyelles for a special visit to the Chemin de fer de la Baie de Somme.

Other excursions are on Sunday 19 June (Paris Nord to the seaside resort of le Tréport and return); Saturday 8 and Sunday 9 October (an international tour - Paris Nord/Bruges/Bruelles/Paris Nord, with a tram tour of Bruelles/Brussels on the Sunday morning); and Sunday 27 November ("Champagne Express": Paris Est/Epernay/Paris Est).

Any VCT Member wishing further information (including costs) should write to AJECTA, BP No. 1, 77650 Longueville, France. Alternatively, ring them on (010 33) 64 60 26 26: or fax on (010 33) 42 93 18 57.

Mention your membership of VCT: this may allow you a reduced fare.

ARPS

In the last "Newsletter", we mentioned the inaugural meeting of FEDECRAIL (which translates as the "European Federation of Museum and Tourist Railways") and its associated programme of visits, to be held in Louvain/Leuven, Belgium, from Friday 15 to Tuesday 19 April. Any Member wishing to attend this should contact Richard Tapper of the Association of Railway Preservation Societies (ARPS) at 39 Grange Court, Boundary Road, Newbury, Berkshire RG14 7PH. His telephone number is 0635 30464.

The ARPS Spring Meeting will be held on Saturday 14th/Sunday 15th May at the Midland Railway Trust, Butterley, Derbyshire and will probably include visits to the Peak Rail Project and to the National Tramway Museum at Crich. Further details will be available from Raymond Williams, ARPS General Administrator, 16 Woodbrook, Charing, Ashford, Kent TN27 0DN.

And finally....

.... on a personal note: I was delighted to hear that I have been awarded a 1994 Winston Churchill Memorial Travelling Fellowship. This was under the heading of "Preserved Railways". There were four Awards in this section. The recipients were: Mrs Ruth Annison of Leyburn, who will be studying "best practice in rural rail travel arrangements and integrated services": Mr Douglas Dowling from Dorset, whose subject is "fund raising and staffing": ARPS Vice Chairman (and VCT Member) Peter Ovenstone, "development and status of preserved railways in the European Community": and myself. I will be spending about seven weeks in the United States of America studying "railway carriage preservation".

The heading "railway carriage preservation" is of course very wide ranging. My emphasis however will be on wooden-bodied coaches and will be primarily concerned with the thinking and philosophies of their preservation and conservation as represented by North American "best practice". I intend this to cover volunteer-managed collections and operating preserved railways as well as several of the major Museums having significant collections of wooden bodied coaches.

If you have any thoughts, suggestions, recommendations or whatever else you would like to say to help towards the intended success of this exercise, I would be very pleased to hear from you. Please ring on 0535 646472 or write to me, c/o Haworth Station.