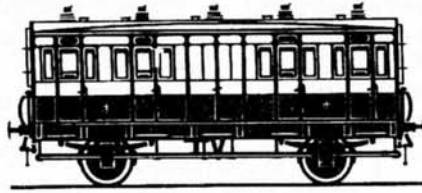


VINTAGE CARRIAGES TRUST



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: January 1995

The Trust has been through a variety of moods in 1994. Sadness at the loss of friends; joy at winning major Awards; pleasure at continued steady progress. This progress has indeed been "steady", rather than "spectacular", but has been on many fronts. Progress has been made with the Shops, with our total Membership, with the Coaches, with the Museum, with Locomotives, and (importantly, these days!) financially. There are many things which are now very much "coming together" and we look forward to seeing very real and very positive progress in this New Year of 1995. However, the thing which is *the* item to "come together" in 1995 is our **Museum Extension programme**. The Railway's Civil Maintenance "New Year work-in" included a visit to Ingrow to attend to the necessary slew of the track beside the Museum, which was the last hold-up before we could provide vehicle access to the back of the Museum. Our thanks to Civil Maintenance for this; and in particular to the two Walkers, Arthur and Ian; and to Bill Scott of the Stations Department, who once again put his "drains" expertise to good use. This paves the way (so to speak!) for work to begin in earnest, with easy access being possible as soon as we have put down the necessary "crusher run" between the rails of, and beside, this slewed track.

This leads on to the next problem – the obvious one of money. Many Members will have seen the Appeal leaflet we distributed with the Winter edition of "Push and Pull". Our thanks to the more than 200 WVR Members (some of whom are also VCT Members) who responded so handsomely to this Appeal. This support by the Membership of the Railway as a whole is very pleasing, and we welcome those who have recently joined the Trust as Members as a result of this Appeal.

We are delighted to report that the Museums and Galleries Commission has again shown their very positive support for our Museum by making a £15,000 Capital Grant to assist with the "sideways" extension. We are very grateful for this support – not only for the money, but for the indication that our overall objectives have been noted and recognised by the Commission, which is of course *the* Museums authority of the Country. This is a further incentive towards *completing* not just the "sideways" extension but also the crucial "rearwards" extension just as soon as we possibly can.

This is where you come in! Our "sideways extension appeal" has been pre-announced for quite some time: now is the time

for your action, please! If you have not already responded via the leaflet in "Push & Pull", you will find enclosed with this copy of the "Newsletter" an Appeal leaflet, and also a handy addressed envelope. If you can support this project, whether by donation, covenanted donation or by an interest-free loan: please do so, now! We *will* be going ahead at the very least with the "sideways" extension. The all-important "rearwards" extension will follow as soon as finances allow. But we can only do this with your help: if you can help, would you do so, now, please?

If you have already donated towards the "sideways extension" (for example, via the leaflet that was with "Push and Pull"), we've tried to *not* send you a further leaflet. Our apologies if we have in fact managed to do just this. Likewise, if we have *not* enclosed a leaflet and you would like to make a donation (or a loan) towards this extension, please don't hesitate to write direct to Jackie Cope, VCT Extension Appeal Officer, at her home address of 30 Gledhow Drive, Oxenhope, Keighley, West Yorkshire BD22 9SA. Alternatively, please ring her (or me, Michael Cope) on 01535 646472 should you like further information. Cheques payable to "VCT" please. And if you pay UK Income Tax, *please* consider Covenanted. The penalty for this is a certain amount of paperwork: but it increases the value to the Trust of your gift by a full one third – at no additional cost to you!

Just a brief reminder about the "sideways" extension. This is to run the full length of the Museum, at the Haggas' Mill side (that is, the side away from the Worth Valley's main line), and will give much-improved display space, proper toilets, a proper "welcome, introduction to the Museum, and Shop" area, and (at last!) storage space. This last will be both above the Welcome/Shop area and under the stairs giving access to this upper area. If anyone doubts the crucial need for storage space, please look around the Museum to see our present conditions – things stored in the MS&L, under the walkway, beside the walkway, in Met coaches, all over the place! Then there's the very useful items which have arrived with coach 2856 (or which more later) – teak panels, gas lamps, lots of seating: just where are we going to put these?

We will start work on the "rearwards" extension as soon as is possible, after the "sideways" extension. This has the prime function of giving covered accommodation to more of our collection. Just at present, we've got "Bellerophon" (still in two pieces) in the open, just outside our Ingrow Museum

Vintage Carriages Trust: Extending the Ingrow Railway Carriage Museum

building: there's the Midland coach and the Midland oil tank wagon both in the open in the Cattle Dock Road – sorry: the Shoddy Manure Dock Road – at Ingrow; and just-arrived Great Northern coach 2856 in the open, next to "Bellerophon". We also need to remember the Metropolitan Brake coach (in the Worth Valley Carriage and Wagon Shed at Oxenhope) and "Sir Berkeley" (still at Butterley). They won't all fit in the "rearwards extended" Ingrow Carriage Museum; but having this rearwards extension will be a really tremendous step forward!

Membership renewal

You should find your Membership Card enclosed, if you are a Life Member or if you pay your Subscription by Banker's Standing Order (or if you are an Honorary Member). Otherwise, you will find your Membership Renewal Form enclosed. Could you please complete and return this (with your remittance) as soon as is convenient? If you can, please consider making a donation to the extension at the same time! And again, if we've got it wrong: our apologies: and please let us know.

When renewing, please bear in mind that the subscription levels were last revised as long ago as the October 1985 Annual Meeting. (They should have been discussed at the last Annual Meeting, but weren't due to a slight administrative omission: your Secretary forgot to put it on to the Agenda!) In 1985 we decided to keep the subscription level as low as is possible. However, now nine years later, the full Membership fee of £2.50 (and even more so the Juniors/Seniors/Spouses fee of £1.50) has fallen so far behind the cost of printing and posting the "Newsletter" etc. as to be unrealistic. Please bear all this in mind when renewing!

Coaches and locomotives

There has been a great deal of coming and going of coaches from and to the Railway, with most of this happening at Ingrow. Rather to our surprise, the **MS&L** and the **GN six-wheeler** departed for a repeat brief filming stint at Bridgnorth on the Severn Valley Railway – remunerative (which is handy), and uneventful (which was just as well). The two coaches travelled both ways as a pair on just the one low-loader trailer, which is the first time we'd seen more than the one coach on a trailer at a time. The Railway's LMS coach No. 6 (M12066M) set off from Haworth for a separate filming assignment in Birmingham, where it was joined by our "**Chatham**" coach on its way back from the Bluebell Railway. (Paul Holroyd writes of this filming below). Both the LMS coach and the Chatham returned to Ingrow. In the case of the Chatham coach, this was via Haworth, where Jim Shipley was faced by the driver (completely unannounced!) saying "I've got this railway carriage outside – where would you like it?" in between times, and as part of a multi-way exchange, the Lancashire & Yorkshire Railway Trust moved their 1956-built four-wheeled CCT to Ingrow to demolish the superstructure for the underframe then to go to the Tanfield Railway for another coach restoration project. Also for the L&YRT, a fire-damaged LMS six-wheeled "Stove R" arrived at Ingrow from the Strathspey Railway again for the superstructure to be demolished so that the underframe can be used for the L&YRT's five-compartment L&Y Third from the 1880's, of which restoration is continuing steadily out in the open at Oxenhope. We will be taking care that the attention of the demolition gang doesn't extend further than these two vehicles at Ingrow! This is because now

immediately next to them is **Great Northern bogie coach 2856**. After what seems like a *very* long period of negotiation, this coach has finally appeared at Ingrow, being off loaded there on 6 January, only slightly delayed from its previously-announced arrival date of Christmas Eve. (Not that we really thought anything would arrive on Christmas Eve, of all days!)

It's very pleasing to see the **Chatham** coach back inside the Museum, at last. It is in very presentable order, with the new upholstery looking very fine. It is again accessible to our visitors, with the Guard and the "honeymoon couple" sound presentations again installed where they were intended. Just a little minor work is required on this coach, mainly re-varnishing window sills: any volunteer, please? Also a good clean would help!

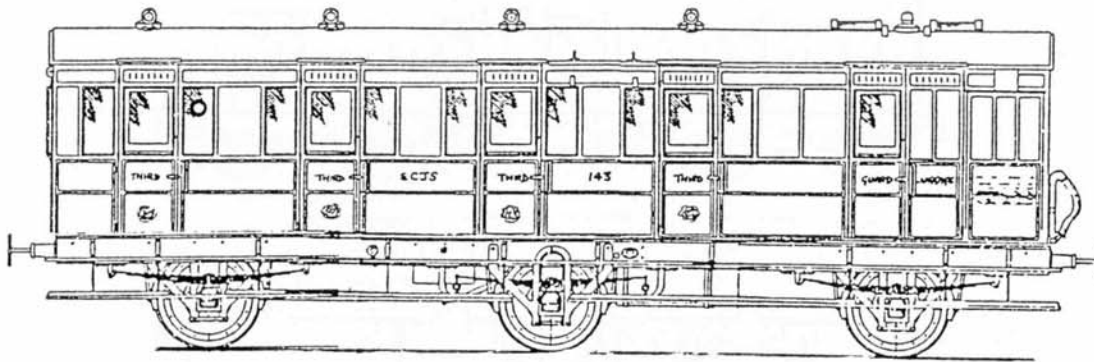
Progress with the **Bulleid** coach continues very satisfactorily, helped by the mid-week team and in particular Tom Poviliatis continuing to make steady progress. Tom has had good success with **putting** the trim back, and is now well on the way towards completing the whole of one side wall of the one saloon. The main problem has continued to be with the windows and their trim. Replacing the "non-authentic" flat glass with "authentic" curved glass, and using modern methods involving adhesive to stick the glass on to the sheet metal of the bodyside has resulted in the glass assembly being much thinner than that which previously applied. A combination of this with the need to look authentic and to prevent any condensation getting trapped below the window ledge presented quite a challenge. A great deal of investigation has resulted in what seems to be a quite reasonable compromise solution to these problems. The situation was however *not* helped when someone came along with the statement that the original (Bulleid designed) curved glass was discontinued in favour of flat glass for coaches built after 1949. Our coach is 1951 built..... Has anyone any *authoritative* information on this point, please?

In between times, a visit to the North Yorkshire Moors Railway to look at the Bulleid coach there provided further useful information. This coach at one time was intended as the support coach for the locomotive "Hartland", and has been considerably modified from its original saloon/compartment/brake configuration, but nevertheless answered quite a few questions concerning the detail of what piece of trim goes where on our own coach. Our thanks to owner Richard Shaw for allowing this visit: and we hope that he is able to find a good future use for this coach before it is too late.

Work continues steadily on our **Great Northern six-wheeler**, including with Stan Atkinson as a mid-week worker currently attending to relatively minor problems with life-expired floorboards in one of the compartments. Prompted by Dave Johnson, who has done a great deal of research here, the Trust's Committee agreed that the balance of evidence was that this coach was indeed **East Coast Joint Stock No. 143**, and therefore should be restored to ECJS livery (and should be referred to as such). Dave has provided the diagram shown opposite, and lists the restoration proposals as follows:

Exterior:

Lining-out: gold, with vermilion edging, on all beading below windows. Similar on vertical beading adjoining windows, but with 'spear points'.



Numbering, lettering: gold, shaded vermillion.
 Monogram: in gold leaf, on lower panel of each compartment door. (NB: ECJS blazon was a later addition).
 Footboards: black.

Solebar, buffing gear, footsteps, grab rails: mustard yellow.

Interior:

Seat backs: to be upholstered.

Compartment partitions: to be panelled.

Compartment ceilings: to be panelled between stringers.

Luggage racks: need to be fitted. We need a pattern: are there any on 2856? [Answer: yes – but as yet we're not certain how original they are.]

Internal painting: to match 1867: i.e. grain-effect to midway up compartment window, cream above. Compartment doors to be grain-effect, with fleet number on right hand side of garnish rail.

Compartment decoration: above seat backs and beneath luggage rack. Suggest framed copies of the adverts from 1867.

"1867" is the privately-owned Great Northern coach body currently sited at Damems mill, and already a source of a great deal of "Great Northern" information.

Despite Dave's drawing showing Mansell wheelsets (with wooden centres), he hasn't yet disclosed whether this really is part of the restoration plans!

If any Member has any further information which will help the restoration of this coach (which we now must learn to refer to as ECJS 143) or of coach 2856, would you please contact Dave Johnson, VCT, c/o Haworth Station.

Talking of **coach 2856**: yes, it's arrived, at last. John Hasler's 1980 drawing of it "as built" is overpage. Many thanks once again to those who, now some considerable time ago, gave money towards getting it here. As Members will be aware, there were many problems with this coach, not the least being physically extracting it from its position at the very end of a very long (and very full) siding at New Bridge Crossing at Pickering. Our thanks for this must go in to particular Brian Crouch of the NYMR: and we must thank also Les Barwick (also of the NYMR) for help in loading on to road transport. Also of course to John Hasler, Secretary of the Great Northern Coach Group for achieving agreement amongst the Members of that Association – spread far and wide over the years – for the coach to be transferred to our Trust; and also for ensuring that when the coach arrived it did so complete with a very useful selection of teak boards, ventilators, seat bases, etc.: we will make good use of these!

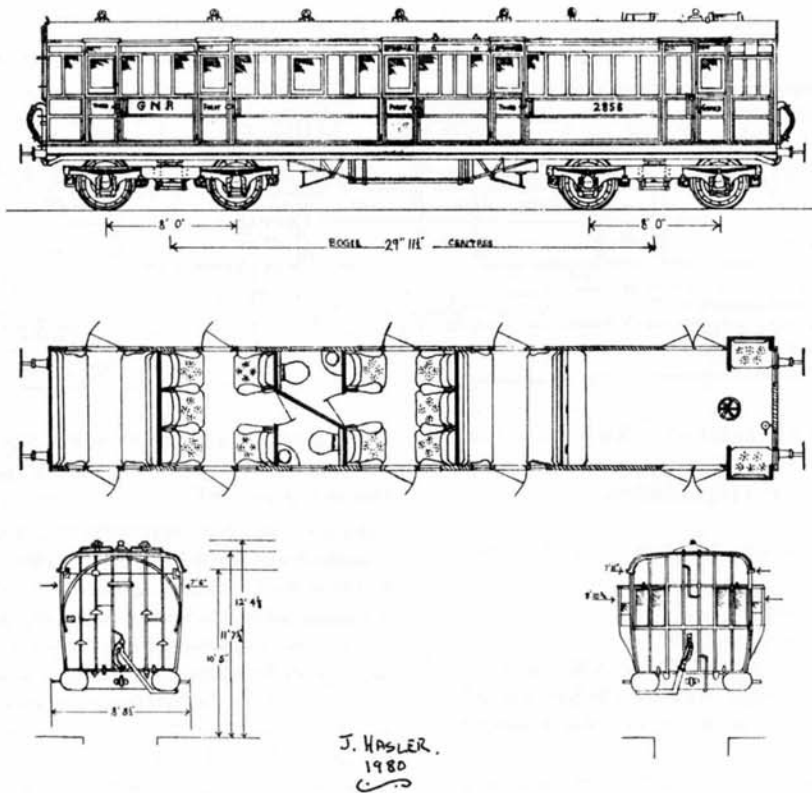
In amongst the arrangements for the transfer of ownership of this coach to VCT, we have offered three years' free Membership of the Trust to Members of the former 2856

Coach Group. We extend a warm welcome to these Members, and hope that as the years go by we shall demonstrate to them that their trust in VCT to restore this coach is amply justified.

Getting the coach to Ingrow has been also with the kind assistance of a Grant from the PRISM (Preservation and Restoration of Industrial and Scientific Material) Fund, administered by the Science Museum, for which we are very grateful. Alex Hayward, the Manager of the PRISM Fund, has indicated that the Fund would consider an application from us covering the longer-term restoration of the coach, which application needs to be costed and time-scale indicated. Obviously this is one of our next tasks, having as a preliminary a careful "Museum" survey of the coach in its present condition and just what we could, and what we should, do with it by way of restoration.

A first look at the coach after its arrival at Ingrow confirmed the general solidity of the vehicle, with no immediately-apparent wet-rot or other problems requiring instant action. The interior partitions are present, although work will be required to make these good where doorways were cut in 1950 when the coach was converted to a Riding Van to accompany out-of-gauge loads. Seating will need replacing, as will the diagonal partition of the toilets, and the toilet compartments themselves, of which very little remains. John Hasler and his colleagues have managed to find quite a number of Sugg gas lamp fittings, which should fit well into the coach – it was electrically lit only after 1950, from batteries located in the Guard's compartment. The exterior teak panelling looks very miserable, and has now weathered to a particularly revolting shade of green. At least it's intact, and seems to be keeping the weather out! Hopefully at least some of these panels will be recoverable; most of the beading however will need replacing. This coach *does* carry Mansell wheelsets, as shown in John Hasler's drawing: they are in good order. The fact that this coach won't operate track circuits is of little consequence to us! All in all, a fine longer-term restoration project, well within our capabilities. Again, if anyone is especially interested in helping with this restoration project, please say so: there's plenty to do now, at the planning stage – any actual work on the coach will follow later, after we've hopefully had our proposals accepted by the PRISM Fund. It would be very pleasant to be able to do this work under cover: roll on the "rearwards" extension!

Incidentally, a point recently made by our Trustee Graham Bentley is that we tend to overlook the fact that the present Keighley Station was built as a joint station, between the Midland and the Great Northern Railways. The status of Keighley as a one-time outpost of the Great Northern system is one which is readily overlooked.



J. HASLER.
1980

Stuart Mellin has now been able to start work on converting the tree-shaped walnut plank we have had for a very long time into trim to complete the final two compartments of the **First Class Metropolitan** coach. This work is Grant-assisted by the Yorkshire & Humberside Museums Council, for which support we are very grateful. Completing this work might even mean that this First Class coach will soon be available for *occasional* use on the Worth Valley Railway.

Meantime, we must thank colleagues of the Worth Valley Carriage & Wagon Department, and in particular Paul Brown, for so kindly attending to necessary work on one cylinder of the **Metropolitan Brake** coach. Very much appreciated! This allows the coach to again be available for occasional "Vintage Train" duties on the Railway this Summer. In the meantime, work continues steadily on this coach's internal restoration, one compartment at a time.

As far as our **locomotives** are concerned, "**Bellerophon**"'s boiler and chassis are still separate, but there has been progress with both. All tubes are now in, with the ends beaded as necessary: the boiler has been "needle gunned" and painted and now looks immaculate. The absence of the MS&L and GN (sorry: ECJS) coaches allowed the rolling chassis into the Museum for a few weeks, during which time painting was virtually completed and several other jobs were attended to. Sadly, the return of the coaches means that the rolling chassis, along with the boiler, are again outside – which will greatly slow progress at least until more reasonable weather is again with us. Peter Butcher is doing what he can mid-week, but Terry Sykes is again off-shore and we are already feeling the effects of Eric Wright becoming one of the Railway's first two Locomotive Department Employees. We wish Eric all the best for this work – but do so with mixed feelings, as this means that he can't get to Ingrow, even for the alternate Thursdays which had been the case until recently! Again, if only we had the "rearwards"

extension..... We will make every effort to get "**Bellerophon**" back in steam again as soon as is possible, but the triple setbacks of the locomotive being outside again, Terry being offshore, and Eric having got himself this job means that this will be a little further delayed.

We must take the opportunity of again thanking those who kindly helped towards the purchase of "**Bellerophon**"'s boiler tubes. This (again) was quite some time ago: but it's pleasing that they have now been put in position. Incidentally, the boiler has not yet been filled with water or tested either hydraulically or in steam. This we will delay as long as is reasonable within the work schedule, to avoid "starting the clock" of the ten-year maximum Insurance life of these tubes.

We haven't heard very much about "**Sir Berkeley**" lately. As far as we are aware, friends at Butterley were able to attend to the annual Insurance inspection on our behalf and the locomotive is in good order. There does seem to be something of a communication difficulty just at present, which means that we otherwise haven't any information: maybe those at Butterley are snowed under by matters of more pressing importance even than "**Sir Berkeley**"!

It's not apparent as yet just what lies ahead for "**Sir Berkeley**" for 1995. There is however a possibility of a return visit to a site in the South East; this is still under negotiation at the present time. As before, if any Member can suggest other suitable locations for "**Sir Berkeley**" (and hopefully later this year "**Bellerophon**"), please let us know. The requirement is for a railway or site which has a sufficiency of expertise and enthusiasm to properly look after our locomotives, prepared to look after them properly and to use them suitably. Our main objective remains to ensure that the locomotives are available to be experienced by the general public. Although we make a charge for the use of our equipment, this is a relatively modest one: making money in itself is *not* the object of the exercise.

An unsolicited approach to the Lancashire & Yorkshire Railway Trust concerning the future of the L&Y locomotives on the Railway has resulted in the Railway wishing to consider an overall plan for the future of all the "small engines" on the Railway. Whilst VCT will continue to look after its own three locomotives, it supports this proposed plan. This hopefully will introduce an element of order into the restoration and operation of the small locomotives, on the one hand meaning that one (or possibly two?) are available at any one time for any Railway "Special Event", and on the other hand avoiding every one of the small locomotives being restored simultaneously. There just isn't scope on the Worth Valley Railway for an excessive number of "little locos" at any one time.

Whilst it would be very pleasant to see "Lord Mayor" back in steam, all our other commitments mean that this isn't very likely in the near future. However, if you have an especial interest in this direction, please say so!

More filming for the VCT

Paul Holroyd writes:

The Trust is currently involved in another prestigious filming project – a 90 minute BBC production tentatively titled "Cruel Train", based on a novel by Emile Zola. The Trust's Chatham carriage left the Bluebell Railway in November for the filming, which is taking place inside a disused factory in Birmingham. Motive power in the hands of NRM celebrity loco "Sir Lamiel", assisted by Tyseley's "Henry" (Hawthorn Leslie 2491/1901). The Worth Valley's LMS compartment third 12066 – repainted in green (!) – is also being used along with suburban BS 43264 from the East Somerset Railway, two Mark I TSOs from Tyseley, HPLG BFK 14021/99421 and two wagons. The human stars are Saskia Reeves, David Suchet, Adrian Dunbar, Alec McCowen and Bryan Pringle. The action takes place between London Victoria and Brighton in 1940 – hence the repainting of four of the carriages into green livery. All the sequences are being filmed indoors, and six tracks have been laid inside the disused factory, which is somewhat reminiscent of the NRM's Peter Allen building. The tracks can accommodate between six and nine bogie carriages each, and a three-carriage island platform and a shorter side platform have been built, complete with hydraulic buffer stops, railings, a station buffet (lettered LB&SCR and painted in green and cream), K type red telephone boxes, and lots of sandbags. At the far end of the film set, a double track tunnel portal has been built, leading to the open air headshunt and associated pointwork. During my first visit, "Sir Lamiel" and one of the TSOs were unloaded, three of the carriages were being repainted, scenery was being assembled and filming of non-railway sequences was taking place on another set in the same complex with several actors wearing 1940's police uniforms. Railway sequences are due to be filmed between 29 November and 15 December, after which the Chatham will at last return to Ingrow.

Paul wrote this in early December. Since then, this filming was successfully completed and our "Chatham" coach is now safely back to our Museum at Ingrow – we're delighted to see it back, after a rather longer absence than was anticipated!

"Cruel Train" is based on Emile Zola's classic thriller "La Bête Humaine". This new version updates the story to World War II and is set in Britain during the blitz. A brief synopsis of the story is: "Deputy Station Master Ruben Roberts

(David Suchet) discovers that he owes everything including his job, his wife and his home to the rich and powerful Railway Chairman. Racked with jealousy and anger he contrives with this attractive young wife, Selina (Saskia Reeves), to murder him. Jack Dando (Adrian Dunbar), an engine driver, witnesses the killing. Selina, desperate to avoid the noose, lures him into a passionate affair hoping to stop him talking to Superintendent George Fish (Alec McCowen). 'Cruel Train' is the story of a life and death struggle for survival, told at breakneck speed on the London to Brighton Express line."

You can see all this on BBC2 at 9.30 pm on 19 March: but check the times first! And, no, our "Chatham" coach was not destroyed in the final scene!

Curatorial Adviser

Pressure of work, including planned overseas visits, sadly compelled Ken Howarth to resign as our first Curatorial Adviser. We wish him all the best in his future work and thank him for what he has done for us in the formative years of VCT as a Registered Museum.

We are very pleased that Richard Gibbon, Curator of Engineering at the National Railway Museum, is willing to take up this position and we welcome him to his VCT duties (which we hope he won't find too onerous!).

AJECTA

ARPS Council Member Richard Tapper reports on a visit to our twinned organisation, AJECTA

A visit was made this year to this organisation in France which has its base at Longueville, about 50 miles East of Paris (not far from Euro Disney), on the main line to Belfort and Mulhouse.

The organisation can best be described as a French 'Didcot' in that it is centred on a historic wooden roundhouse built in 1911 for the Est (Eastern Railway) and itself now classified as a 'monument historique', in this case the French equivalent of a listed building and therefore eligible for grant status.

The other similarities with Didcot are extensive collections of locomotives and rolling stock much of which is restored both for operation within the depot area and for mainline steam running on SNCF lines which include shuttle trip up the nearby branch to the historic town of Provins and a series of longer steam powered excursions each year mainly to places of cultural interest.

However in the case of the twinning with Vintage Carriages Trust it is the preserved rolling stock which is of interest to our readers. Indeed AJECTA is probably the largest private preservation centre for preserved rolling stock in France and coaches include many inter-war examples from the former "big 5" French railway companies nationalised in 1938 to form the SNCF. For the record, these were Nord (Northern Railway), Est (Eastern Railway), État (State Railway – formerly the Western Railway), PLM (Paris Lyon Méditerranée Railway), PO-Midi (Paris-Orléans-Midi Railway, itself the result of an earlier merger of these two railways).

The vehicles concerned are mostly long distance vehicles restored in company liveries and now used in the steam excursion together with ex CIWL (Companie Internationale des Wagons-Lits) Pullman and dining cars used for quality dining and dining on the trips. These vehicles magnificently restored along with sleeping cars along with sleeping cars

saw service on the legendary luxury trains "Flèche d'Or", "Train Bleu" and the "Sud Express".

Other coaches of interest are some elderly "slam door" compartment vehicles built for the Nord in the early part of this century and used in local services. With their low elliptical roofs they are very similar to LB&SCR stock of this period, and it was known that the Nord was much influenced by the LB&SCR and other English companies. The appearance of a LB&SCR Stroudley "Terrier" tank at a Paris exhibition in 1878 led to the Stroudley cab appearing on Du Bousquet/De Glehn Atlantics and ten wheelers of the period. The collection is completed by a number of industrial engines and wagons (one ex War Department, World War I) and portable and stationary engines. It is open each weekend with entry free unless there are special events, and is well worth a visit.

AJECTA'S planned main-line steam programme for 1995 is as follows:

Sunday 9 April: Paris to Troyes and return

Sunday 18 June: Paris to Sancerre and return

Saturday and Sunday 14 and 15 October (two-day tour):

Paris to Verdun and Nancy, returning to Paris

Sunday 26 November: Paris to Epernay and return.

The "Journée Vapeur" at the Longueville Depot - a major "Open Day" - is planned for either Sunday 17 or Sunday 24 September.

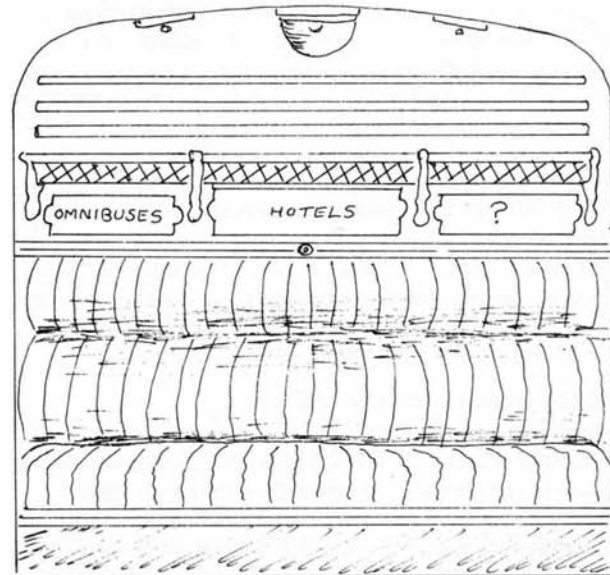
Your Secretary should shortly have more information about these events. Otherwise, for further details write to: AJECTA, BP No.1, 77650 Longueville, France. Mention that you are a member of VCT.

Advertising in GNR carriages

The discovery of advertising panels in the recently-rescued GN coaches [mentioned in the last "Newsletter": privately owned, and situated at Damems Mill] has provided another link in the 'archaeology' of the Victorian railway carriage. It also sheds light on the railway advertising of that era.

The central advert (23½" x 8") features GNR Hotels, and the

left-hand one (19¼" x 6¼") advertises a horse omnibus service! The right-hand advert has not survived, so the subject matter of this one is unknown. In the compartment, the adverts occupy the same place as would mirrors or framed 'scenes' in later vehicles, i.e.:



The overall effect is very colourful - exuberant, almost - with some of the wording contained in beautiful heraldic banners. It is a pity that 6¼" has been cut off the right-hand edge of the central advert, but readers might like to guess what the vanished words should be! Here is the wording, with the missing bits shown in brackets. Where the lost letters seem obvious I have inserted them, but invite ideas for the last two lines! (NB: size of lettering is 3 characters per inch, maximum available space not more than 4" per line):

**GREAT NORTHERN RAILWAY COMPANY'S (HOTELS)
ADJOIN THE STATIO(NS AT)
KING'S CROSS PETERBORO BRADFORD & LE(EDS)
PORTERS MEET all TRAINS and CONVEY VISITOR'S LUGGAGE (...?)
A SPACIOUS DINING ROOM is PROVIDED on the DEPARTURE PLATFO(.. ?)**

All the wording on the left-hand panel is complete, and reads:

OMNIBUSES

The Great Northern Railway Company provide omnibuses for the convenience of Passengers departing from or arriving at KING'S CROSS STATION LONDON. The one-horse Omnibuses will convey six persons inside and two outside, with luggage.

The two-horse Omnibuses will convey twelve persons inside and two outside, with luggage. Omnibuses will be sent to the Hotel or Residence of parties leaving London by the GREAT NORTHERN RAILWAY on application (either verbally or by letter) to the STATION MASTER at KING'S CROSS.

Passengers for London should give notice, either at the starting Station or by letter to the STATION MASTER at KING'S CROSS of the train by which they will travel and their destination in London.

Should such previous notice not have been given, the Station Master at either of the following stations - viz, YORK, LEEDS, BRADFORD, WAKEFIELD, LIVERPOOL, MANCHESTER, SHEFFIELD, DONCASTER, RETFORD, GRANTHAM, NOTTINGHAM, LINCOLN, PETERBORO' or CAMBRIDGE will on application being made to him, telegraph to King's Cross for an omnibus to be ready."

Do notice the grammatical error – "...either of the following stations" is then followed by reference to fourteen of them! It is quite likely that these adverts appeared only in First-Class compartments. Certainly, the sole surviving compartment of coach 260 (a Third) has just an empty lined-out panel. (Perhaps the GNR believed that the lower orders could not afford such services – an early example of targeting a market-sector...?)



How old are these adverts? My guess is that they are the same vintage as the coaches. They feature the 'intertwined' GNR logo which was discontinued from 1906; they mention the telegraph, but not the telephone – and of course refer to horse, not motor, omnibuses.

The adverts themselves are transfers, affixed to a prepared surface (probably gesso) on 1/4" fibreboard panels. They are rather fragile and seem to have deteriorated slightly since they were unearthed. Apart from the crumbling state of the fibreboard, there is substantial crazing and cracking of the prepared surface, because of drying-out/shrinkage.

If we want to display these adverts at Ingham, we must stabilise their condition – and solve the twin problems of temperature fluctuations/daylight exposure. Any ideas, anybody?

Dave Johnson

"Weigh a Pie": Terry Sykes considers Sir Berkeley's success

Question: where do you weigh Wales? Answer: in a Waleweigh Station. Boom!! Boom!!

Most of you probably got that one right, but it's just the lead in to a much harder one. So! Where would you weigh a pie? No idea? OK, then: it's "Over a rainbow". Still no wiser? Remember:

♪♪ Somewhere over a Rainbow,
weigh a pie! ♪♪

"Oh! That's terrible!" I hear you say. However, it's changed the way you think, and you'll probably never hear the song again without thinking of "Weighing pies". And I hope that what I'm leading to

will also change the way you think of something.

In September last year, the Vintage Carriages Trust was privileged to win first prize in the Rail section of the British Coal Steam Heritage Awards, with "Sir Berkeley" – the little 0-6-0 Manning Wardle locomotive. (Some of us were more than privileged: we were gobsmacked, as we didn't even know it had been entered!!)

I believe that every restoration project should be looked on as a 1,000 piece jigsaw puzzle. You probably think I mean

pieces of the loco, but you're wrong! I mean *people*!! It all starts when someone has an idea, and they are the first piece of the puzzle. Ideas have to be discussed with other people as crazy as themselves and they become pieces two, three, four, etc. etc. Then against all common sense and to the shock, horror and bewilderment of their family and friends they mortgage their houses and buy a twenty ton piece of iron that nobody else is interested in. They then look for somewhere to keep it, and in this instance the early founder

members of the KWVR offered it a home and became more pieces of the same puzzle. Everyone who put a spanner to it, or drove it, or cleaned it in those early days also became pieces of the puzzle. Eventually of course it has to be overhauled and different pieces of puzzle enter the stage. When some pieces put it down, other pieces pick it up! Does the shopkeeper on Keighley VCT shop know he or she is part of a puzzle? And that every book sold buys a piece of pipe or a nut and bolt? Problems occur, phone calls are made here and there and suddenly people you hardly know are there to help you out. Someone gives up half a day to operate a crane for you. Someone spends an hour on the phone changing boiler inspector arrangements because someone's ill and can't make it this or that day. People spend hours writing letters and raising funds, others know a bloke who has a so and so – hundreds of pieces all doing their bit and modestly unaware of how important they really are. People machine things for you on the cheap, others travel long distances to help you fit them. Slowly the pieces mount up and fit together



until finally, one day, years later: it's finished. And here I am sitting at a presentation banquet at the Caphouse Colliery Museum near Wakefield, stuffing myself stupid, listening to the Grimethorpe Colliery Band and feeling very very guilty at being one of the few pieces here when so many contributed so much to make this day possible: to all the friends we made along the way, that's great! If we upset anybody, it was never our intention to do so. Sadly some people heavily involved in the restoration passed away before the loco was finished, but this is not a sad occasion, it's a celebration!

So, this one piece of the jigsaw puzzle would like to say to the nine hundred and ninety nine other pieces, thank you very much for your help and support, without which the project would not be possible. Remember:

“♪♪ Somewhere over a Rainbow, weigh a pie! ♪♪”

Terry Sykes

Shops and Museum

The two Relic Shops continue to provide much needed revenue and have shown a slight percentage increase in trade lately. This is entirely due to the support of the small band of volunteers who open the Shops each weekend. Our thanks to Bob Stott for erecting extensive new shop shelving, obtained courtesy of Paul Whitfield and a Supermarket clearance. We are now moving some of our relics and books down to Ingrow. Do call in and have a browse. The Museum has an admission charge (for non-Members: all VCT Members of course enjoy free admission), but the Browsing Department doesn't!

There is still a need for new faces on the Shops and Museum roster. If you have joined us recently and live relatively locally, please do consider giving a hand. This is for the weekends, at the Museum from 11.30 am to 5 pm and at the Shops from 12 noon to 5 pm. The pay is awful, at precisely nil pounds per hour, but it is quite enjoyable work – and you can always read the stock.

Similarly, the first Wednesday of every month is Working Party Evening at the Museum. There are lots of jobs, and not a great deal of skill is required.

Again, if you can get to Ingrow for this evening work session, please do come along. The same applies if you are able to get to Ingrow any Saturday or Sunday: a phone call to Michael Cope on 01535 646472 would point you towards some project needing willing hands.

Gardening Division

Our plea in the last “Newsletter” for gardening talent not only found us green fingers, but two new Members as well. How they came to be reading the “Newsletter” is a complicated story; but welcome to Linda and Keith. The planters and the small plot are already replanted with Spring bulbs and pansies braving the Ingrow storms.



Presentation time: Jackie Wright, Helen Sykes, Eric Wright and Terry Wright at Caphouse Colliery

Sweaters and Jumpers!

No, this isn't a description of the first Wednesday of the month working parties! A number of members have been asking VCT to consider having available for Members to buy a range of sweaters, sleeveless slipovers, crew-necked pullovers and sweatshirts etc., carrying our name and possibly the MS&L coach logo. These would be very similar to the Worth Valley Railway jumpers in style and quality, but in wine colour as the nearest thing to Midland Red, with the coach and name in white. Prices range from around £15 for a polyester/cotton crew-necked sweatshirt through to approximately £16 or £17 for a crew-necked acrylic pullover or slipover. The jumpers are available in pure wool, but these cost about another £10 more than the prices quoted above. In order to get started on this project we need a firm order to the manufacturers of 24 or more garments of any style. So, if you are interested in buying one of the styles mentioned above, would you please contact Jackie Cope at the Railway Station address, or by ringing her on 01535 646472. At this stage we are only wanting to know your *interest* and your *size*. Jackie will then let you have further details. *Please do not send any money for these garments at this stage.*

The customary reminders:

Please continue to save your **aluminium drinks cans** (not the steel ones, which we can't do anything with) and bring them to the Ingrow Museum when you next visit. They represent a very useful supplementary income for the Trust. (The easy way to check that the can is aluminium is to see if it sticks to magnet – for example, a magnetic door catch, or the door seal of most domestic refrigerators. If it does, it's steel – put it in the bin. If it doesn't, it's aluminium – bring it to us!)

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

Members are reminded that the **Worth Valley Railway** kindly allows **half price travel** to VCT Members on production of a current Membership Card. (This concession should be readily available. If however there is a problem, please let the VCT Secretary know.) Not available for Santa Trains or other “special occasions”.

The final pages of this Newsletter are devoted to the formal Minutes of our Annual Meeting, held last October. Please take the time to read at least some of these – they give a further insight as to what the Trust has been doing this last year.

We do not normally publish the (audited) Accounts and Balance Sheet – mainly because this would take up rather too much room. However, if any Member would like to see these Accounts and Balance Sheet for the year ending 31 March 1994, please send a large (A4) stamped addressed envelope to the Secretary.

And finally, before these Minutes : if you can support our "Sideways Extension Appeal", would you please use the enclosed envelope to send the Trust your contribution to this Appeal. We look forward to hearing from you!

Minutes of the Annual General Meeting of the Vintage Carriages Trust for the year ending 31 March 1994, held at the Three Sisters Hotel, Haworth, on Saturday 22 October 1994

Present: Mr & Mrs M W Cope (Mr Cope, Secretary), Mr & Mrs R N Higgins, Mr & Mrs M Jones: Messrs M Baxendale, N Baxendale, W H Black, J Heaton, G N Hindley, P Holroyd, D Johnson, G Massey, J T Pickles, K Preston, W J Scott, I B Smith, C G Smyth (Chairman), B Stott, M Walton, P Walton, F A Wood and (later) P Whitfield.

1. **Apologies for absence** were accepted of Mrs A Baxendale; Mr & Mrs D B Barraclough; Messrs G Bentley, P Butcher, K Cook, R A Coulson, T R England, A E Finlay, N A Gothard, M Holroyd; Mrs M Holroyd, Mr & Mrs R Holroyd, Messrs M T Loukes, J Oughton, P R Ovenstone, K Pitts (on VCT duty, Haworth Shop); also Mr K Gullen, who wrote to also congratulate the Trust on recent Awards received.

2. **The Minutes of the previous Annual Meeting** (held on Saturday 30 October 1993) were accepted as correct.

3. There were no **matters arising** therefrom not otherwise covered by the Agenda.

4. Mr Smyth began his **Chairman's Report** by reflecting that the past year had in many ways been a sombre year over which we had lost too many good friends – Terry Jackson, Jean England, Edna Spencer, Alan Warwick. He asked the Meeting to pause briefly and remember them.

He continued by saying that the Trust had continued to deliberately commit itself to the Museum path: what we are doing is not merely for our entertainment but is for the future. There is a continuing need for new people and new faces – who don't have to be young people – to help us build towards the next century and beyond.

The Museum extension is the main thing we will be aiming for this coming year. There had been some debate as to which part of this is the most important – but it's all important! The principle objective was to get more of our stock under cover, to greatly extend its life expectancy. Other objectives were to give a better "welcome" area with a better shop, so improving the quality of a visit to our Museum and giving better accommodation not only for our visitors but for our own volunteers. Also, to give better storage; some of which will literally be on top of the "welcome" area! As the project had developed from the original concept which

was just for a carriage shed towards today's Museum building, need for "clean" and "dirty" storage areas had become very obvious. We have neither at present. The scope of what is needed is staggering. "Clean" storage hopefully will include a space for meetings, space for our growing archive collection, for a small Library, and in due course office space, complete with provision for a computer, telephone, fax machine etc. – as needed for any competent Museum. We are in the business of coach restoration and so need (relatively!) "dirty" storage for paint, for materials, equipment, spare parts. Crowding all these into the Great Northern coach may have been all right for the last 30 years or so, but isn't all right in today's world! We also need to be actively collecting such things as items from coach bodies, which again will need long-term storage.

The Extension is going to help the Trust enormously. In launching the Appeal towards this Extension, we must strive towards completing it as soon as is possible. The Appeal will be for gifts of money, for interest-free loans, for grants, for things to sell in the Shops, for Membership.

Mr Smyth was especially pleased that the Trust had been an Interim Winner within the Scania Transport Trust Award scheme, and had gained the British Coal Steam Heritage Rail Award. The latter was for our locomotive "Sir Berkeley"; the former for the work of the Trust as a whole.

Otherwise it had been a busy year. "Sir Berkeley" was still at Butterley. Hopefully the "Chatham" coach will shortly be back from the Bluebell Railway. Two of the Metropolitan Railway coaches had been out on the Railway on a number of occasions, and indeed were out as part of the "Treasures in Trust" Vintage Train the day after this Annual Meeting. There was continued debate about the extent of such use: whilst continuing to wish to see *some* use, we need to continue to be aware of the perils of *overuse* of any item of our Collection.

We were very fortunate with our Shops and the way in which our volunteer effort here means that on the whole we can fund our continuing steady programme of restoration.

5. Mr Smyth invited questions on his Report by way of **Chairman's Business**.

Mr Smith enquired about sponsorship from local industry and cited the Middleton experience. Mr Smyth replied that this had been thought of but as yet not pursued. Further discussion on this subject included the possibility of offering corporate use of our coaches and appropriate "thank you" plaques and/or advertisements.

6. **Treasurer's Report and Adoption of Accounts**. It was noted that the Treasurer was currently on the Continent, and our Hon Accountant in Wales; but that no especial significance should be placed on this.

The Annual Accounts were therefore presented by the Chairman, assisted in parts by the Secretary.

Mr Black asked the current figure for outstanding interest-free loans. These currently stand at £14,751: it was emphasised that virtually all of those referring to the original building project have been "rolled on" with the full agreement of the individuals making the loans to further help the Trust with its work; these include some quite long-term loans; all interest-bearing loans have long since been repaid: and that the overall situation here is very satisfactory. Mr Smyth commented that we

are quite properly positioned for the new project – that is, the Museum Extensions.

The apparent high cost of the "Newsletter" this year by comparison with the previous year was queried. Mr Cope advised that he had previously noted this and had queried it with the Treasurer. This apparent increase had been caused by only three issues being paid for the one year and five issues this last year. The cost per copy had remained fairly static for some time past, at around 30p. This was higher than when the production had been via a photocopier (a tedious process, which we are not going back to!) rather than via a "proper" printer, but was substantially less than the printed version of a few years ago.



Enthralled Members Bill Scott and Audrey & Maurice Jones at the 1994 AGM

The above figures led to the observation that at the last Annual Meeting the Committee had been asked to make recommendations to the present Annual Meeting concerning subscription increases. This had not been done. Whilst noting that many who pay Annual Membership are able to add generous donations to their subscription, it was agreed that the question of subscription levels requires review. The Chairman ruled that with this not being on the present Agenda it was not within the competence of the present Meeting to take action, this matter was again passed to the Committee with the request to make recommendations to the next Annual Meeting, and not to forget about it this time.

It was noted that the current number of Members covenanting their Annual or Life subscriptions was the disappointingly low figure of 65. Some Members have of course already used the Covenant (or Deposited Covenant) route to pay Life subscriptions: Covenanting remains highly beneficial to the Trust (which can recover Income Tax already paid, at no extra cost to the Covenantor) and so is again recommended to all subscribing Members who pay United Kingdom Income Tax.

Acceptance of the Annual Accounts was proposed by Mr Black, seconded by Mr Scott and agreed unanimously.

7a) Membership Report. Mr Cope advised that at the present time there were 402 Ordinary Members, 56 Life Members (fully paid) and 11 Honorary Members, giving a present total of 469 Members. The "Ordinary" Members include 65 who Covenant their subscriptions (which for some is towards Life Membership), and

19 who pay by Bankers' Standing Order but whose subscriptions are not Covenanted.

Mr Cope noted that of the 469 Members, 53 are lady Members: 191 have Yorkshire addresses (with the corollary that 278 live outside Yorkshire); and 6 have overseas addresses (France, 2; Republic of Ireland, 1; Canada, 2; South Africa, 1). He noted also the high rate of renewal – at the end of the year, only eight names had to be removed from the Membership list by reason of non-payment.

7b) Shop Manager's Report. In a written report, Mr Loukes said that both Shops were well stocked and had done well this year. He felt the time had come to properly fit out Haworth Shop, to replace the present

miscellaneous collection of furniture. Noting that the Shops produce a large amount of income, he felt that occasional mention of the Shops and the personalities that work as volunteers therein in the "Newsletter" would be a good idea.

Mr Smith asked what was the long-term future of the Haworth and the Keighley Shops, in view of the plans for a much-improved Sales area at Ingrow. Mr Smyth observed that Ingrow saw only 10% of the visitors, but said that we should have an open mind on this and see how things develop. Strong views had been expressed the one way and the other in Committee. Mrs Cope observed that it was very difficult to roster six people for each weekend (Shops, Museum) from our Membership. As a Trust we have a lot of Members in

their 80's and 90's, whose support was very much appreciated but could not be an active one. Mr Smyth commented that this was a further reason for looking for more Members. Ours was an ageing population: we must bring in new blood.

7c) Curator's Report. Mrs Cope again emphasised that she is the Curator for the Trust as a whole: the "Museum" covers the whole Collection, wherever it happens to be at the time, and not just the building at Ingrow. She was delighted with the movement in the plans to achieve more storage space, more undercover accommodation and better working and visitor facilities at the building at Ingrow. This would then even more be seen as the base for the Collection in all its aspects. This includes a growing Archive collection, now including many items relating to the Worth Valley and to the Worth Valley Railway.

Mrs Cope was pleased to see significant forward movement in many projects, alongside the building development. She mentioned in particular the research work by Dave Johnson concerning the Great Northern coach and the good progress with the Bulleid coach. This had been led until recently by Michael Walton, who had however been compelled to leave this work by pressure on his time as a Student at Huddersfield: we wish him all the best with his studies. She mentioned also, steady progress with the Metropolitan Railway Brake and First Class coaches: and the way in which the team now available mid-week at Ingrow was ensuring very pleasing progress not only with the Bulleid coach but with "Bellerophon" (for which Peter Butcher was greatly assisting Terry and Helen Sykes and Eric

Wright and his father), the catering trolley and other projects in and around the Museum building.

Also at Ingrow, overhaul of the sound system is now taking place, and some of the mannequins obtained from the National Railway Museum at a very reasonable price are now in position. We seek clothing for a ten-year old boy (World War II style), for a young lady bearing a remarkable resemblance to Her Majesty the Queen, and a 1920's dress for a little girl.

She concluded by thanking all who work to continue the restoration work on our Collection, all who man the Shops to provide the vital finance, and all those who work hard to keep the Ingrow building open every weekend, and even in the depth of Winter continue to smile at visitors and make them welcome.

7d) **Curatorial Adviser.** It was noted that Ken Howarth, our Curatorial Adviser, had been compelled by force of his professional work (including an extended visit to India) to resign from this position. We therefore currently have no Curatorial Adviser and consequently no Curatorial Adviser's report. The meeting took the opportunity of thanking Mr Howarth for his work with us over the past few years, which was very much appreciated. The question of a successor will hopefully be resolved by the Committee in the near future.

7e) **Coaches.** Messrs Cope, Johnson, Smyth, M Walton, P Walton and (briefly) P Whitfield reported variously as follows:

"Chatham": expected back from the Bluebell Railway the first week of November.

Metropolitan coaches: First Class: Grant Aid was available to complete the interior wood trim in the remaining two compartments. It was hoped that this work would take place within the next two months. Nine Compartment Third: in good order. Brake: one compartment now revitalised on the "rolling programme", with a second now in hand. The latter two coaches would be in service as part of the Railway's "Treasures in Trust" Vintage Train the following day.

Bulleid: windows are now all back in position in the one half, with the lino down and work actively proceeding internally and externally. The Chairman treated himself (and everyone else) to a quick reminisce about the days when this coach had been "Santa's Grotto" on the Railway's Santa Train.

MS&L: in good order. Together with the Great Northern coach, the MS&L had again been on its travels – this time on a brief filming assignment to the Severn Valley Railway. Once there, it had (under the close supervision of Marjorie and Robin Higgins) been camouflaged to "varnished teak" to match the GN coach: with both then being lettered "GWR"!!

Great Northern: the painting of the Guard's compartment had been completed, to exactly the same colour scheme as the National Railway Museum's GN Brake coach. Further research had since revealed this was probably incorrect. There was a lot of evidence that this coach was East Coast Joint Stock No 143. The number previously ascribed to this coach (1321) had been discounted by Mr Casserley (wrong diagram, wrong type of coach). The presence of GN axleboxes rather than ECJS axleboxes may or may not be relevant: it could of course be an indicator of a visit to Works in GN days. Work had now started in one of the

compartments: there were problems with former wet rot in the floorboards (which, predictably, are of dimensions not being readily available at the present day), but the underframe itself was in good order.

Midland: under basic "care and maintenance", courtesy of Ingrow Stationmaster Stuart Mellin, in what must now be referred to as the Ingrow Shoddy Manure Dock.

Definitely an item we would like to get under cover in our extended Museum building as soon as is possible.

The two Great Northern Third Class coach half bodies and the (modest) remains of a First Class coach body now situate at Damems Mill are privately-owned, and are not the property of the Trust. They had however yielded a great deal of useful information relevant to our work on our own Great Northern coach.

We have long been endeavouring to obtain **Great Northern clerestory bogie coach 2856**, very static on the North Yorkshire Moors Railway for many years past. There is at last some sign of active movement with this coach, which hopefully perhaps maybe all being well should be with us by the end of the year. It was agreed to offer one or possibly two years' VCT Membership to the Members of the present owners' group as and when success was achieved.

It was noted and agreed that early action is essential to safeguard the future of the **Midland Oil Tank Wagon**, currently situate in the Shoddy Manure Dock at Ingrow. Whilst perhaps not the most prepossessing of freight vehicles, it was one of very few nineteenth century freight vehicles to survive anywhere in the Country and as such really deserves covered accommodation as soon as is possible.

The **"Esso" oil tank wagon** is in good order and normally is to be found beside the Museum building. Members had recently inspected selected Ministry of Defence rail vehicles up for auction, but had not been successful in finding a suitable underframe for our cattle wagon body. It was noted that there aren't many surviving cattle wagons. Other such vehicles (in varying degrees of completeness or condition) are believed to exist only at Mangapps' Farm, Chappel & Wakes Colne, Lakeside (body only), Quainton Road, Severn Valley Railway, and the National Railway Museum.

7f) **Locomotives.** Mr P Walton and others reported as follows:

"Sir Berkeley": still at Butterley, and probably will be there until next Spring. Had enjoyed occasional use, and was under cover. We are hopeful of at least one, possibly more, passenger trips behind "Sir Berkeley" on the Worth Valley Railway in late Spring and/or early Summer next year.

"Bellerophon": tubes are now all in and are all expanded. There are six or seven foundation ring rivets to install, also a few firebox stays. These will be attended to by our friends of the Bahamas Locomotive Society in the fairly near future. If the locomotive could be under cover, it could be completed this coming Spring: otherwise, late Summer.

"Lord Mayor": in good order, in the Museum building, and much appreciated especially by our more junior visitors.

Standard Four (3½ inch gauge – the late Mick Todd's model): on display. A proper case for it is on its way; as is necessary minor attention.

8. **Elections.** The following were elected, unopposed: President, Mr R N Higgins; Vice Presidents, Messrs A Berry, P Eastham and V Smallwood; Chairman, Mr C G Smyth; Vice Chairman, Mr T R England; Secretary, Mr M W Cope; Treasurer, Mr T R England; Committee Members, Messrs K Cook, D Johnson, J Pickles and P Whitfield; Membership Secretary, P Walton; Trustee, Mr P Holroyd.

(For information: the other two Trustees are Mr W H Black and Mr G Bentley. Mr Black's period of office expires at the 1995 Annual Meeting, and that of Mr Bentley at the 1996 Annual Meeting. The positions of Curatorial Adviser, Shop Manager, Curator and Rostering Officer are Committee appointments).

It was noted that Mr England had stood for the position of Vice Chairman to assist the Trust on the condition that this was as well as Treasurer until he was satisfied that this latter position could be filled by some other person able to fulfil this role. His reasons for saying this were understood and appreciated. The Committee was asked to pursue this matter and to (with Mr England) find a suitable person to "shadow" the Treasurer's job, as soon as is possible.

A vote of thanks was expressed to Mr P Walton, the retiring Vice Chairman, who had had to ask to stand down for the present, and to the other Officers and Members who have stood down.

9. **Appointment of Auditors.** Messrs Ashby Berry & Company were unanimously so appointed, with thanks being expressed to Mr R A Coulson for his work on behalf of the Trust.

10. **Any other Business.** The Chairman accepted the following items:

Mr Higgins enquired whether there had been any feedback from the joint VCT/L&Y advertisement in the current issue of "Push & Pull". The answer appeared to be in the negative.

Mr Hindley mentioned the £150,000 limit above which tax is payable on one's decease. With present housing values, this is a figure today attainable by a number of quite ordinary people. To ensure that money goes to one's relatives rather than as a tax calculation, it could be advantageous to "cream off" anything above £150,000 – for example, to Vintage Carriages Trust. This led to further discussion on the subject of the

importance of making a Will, and the need for access to a Solicitor able and prepared to assist with both wills and the Inheritance Tax problem at modest cost.

Mr Hindley also asked about the sequence of the planned Extension. Mr Smyth advised that the Appeal leaflet was now more or less finalised and would be going out as a "solo slot" (following representations to the Railway) with the next issue of "Push & Pull". Grant Application had been made to the Museums & Galleries Commission, with similar elsewhere as soon as is possible, and the appeal leaflets will also be distributed via other publications as and where feasible. In terms of visible work, the first stage is to provide a roadway down the side of the Museum building. This had been agreed with the Railway; but decision was awaited from the Railway's Civil Department concerning whether or not the track immediately adjacent to and at the side of the Museum building can be slewed by a foot or so to allow possible eventual extension of that siding towards the boundary of the site. This represents the one and only "hold-up" item before we could commence work. This could be the roller shutter doors in the back wall (which we could do tomorrow if we had access) so allowing a possible temporary siding at the back of the Museum building. Depending on the success of the Appeal the rest of the project would be progressed as rapidly as possible.

Mr Massey commented on the ageing nature of the Membership, the Committee, and the Secretariat. We should be planning much more positively towards the younger end. He was concerned about the succession. Mr Smyth was in broad agreement with Mr Massey's points, but felt that a further dimension needs taking into account, namely that more people are now retiring early. He asked Mr Massey to please develop his thoughts into a Paper for the Committee's consideration and action, to be followed by Articles for our own "Newsletter" and also for the "Journal" of the Association of Railway Preservation Societies – this was a matter of importance extending far beyond that of this Trust.

The meeting concluded with a Vote of Thanks to Officers and Committee from a kind Member from the floor.

M W Cope
Hon Secretary: Vintage Carriages Trust

Vintage Carriages Trust: Extending the Ingrow Railway Carriage Museum

**WE'VE DONE IT BEFORE:
PLEASE HELP US TO DO IT AGAIN!**

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