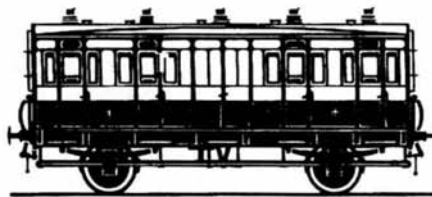


# VINTAGE CARRIAGES TRUST



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: July 1995

Yes – at last: a *Newsletter!*

But surely there should have been one *weeks* ago – why the delay?

If you look back over the last several issues of the *Newsletter*, a continuing theme has been that we were planning towards our extension (with the "Sideways" extension to go ahead as soon as is possible, the "Rearwards" extension following after that as soon as money permits). There's been mention of our desperate need for much-improved storage space, proper "built" toilets, and a properly thought-out entrance area, incorporating a decent sales area and allowing a display to give an Introduction to our Museum. You've repeatedly heard about all this in some detail: and you've been able to help with the necessary fund-raising. (Once again, sincere thanks to all who have been able to assist in this way: and a reminder that any further donations towards our Extension plans would be very much appreciated!) You've also heard of the generous and much-appreciated support from the Museums & Galleries Commission by way of a Grant towards the "Sideways" extension. We've been saying for a long time past that we desperately need, and must provide these extensions ("sideways" first, to be followed by "rearwards" when we can). The only thing you haven't heard about is any actual building taking place – and it was decided that we wouldn't produce this issue of the *Newsletter* until we had something positive to report as far as this is concerned.

*We now can report real and positive progress at last, with building work well and truly started and all set to be completed within the next couple of months.*

Our Builders, Messrs Coulson Construction, of Yeadon, Leeds, started the preparatory work on the "Sideways" extension towards the end of May. At the time of writing (4 July), the foundation works are completed, as is the entire length of the new floor. The inner skin of the new exterior block wall (on the boundary adjacent to Messrs Haggas' mill) is complete to a height of some two metres or so for the entire length of the "single storey" height of the extension. Scaffolding has arrived and has been erected, which should allow the outer skin of this wall to be completed during this present week. During this week, we are dismantling the present "Office" enclosure, as the structural steelwork arrives next Monday and we will need the Office out of the way to allow this to be erected. The necessary cladding is now on order – so all (at last!) is now going quite satisfactorily.

As you might expect, all this has not been without its problems and difficulties. One of the biggest of these has

been the need to comply with full two-way fire protection as far as the boundary wall with Messrs Haggas is concerned. The cost of providing a wall going the full length of the Museum at the full height of the existing building proved to be so high that there had to be a further change in the plans in that we are now going ahead with the "sideways" extension at the full height of the existing building only for the first three bays from the door, to provide for the two levels of the "Entrance/Shop/Welcome" area and the storage area above it. The rest of the extension will be at single-storey height, to provide the major storage areas and space for the toilet and messroom accommodation. This has now reverted to the "lean to" construction as envisaged some two years ago. This reversion to that which was originally planned does actually give us all that is wanted – and brings the "fire protection" cost down to an acceptable level.



Work actively in progress: building the inner skin of the outer wall of our new "Sideways" Extension

The day to day work of liaison with the Builder and with the Architect has been devolved to a group consisting of the three Trustees (Graham Bentley, Bill Black and Paul Holroyd), plus our Chairman Chris Smyth, Vice Chairman Trevor England, and Secretary Michael Cope. Most of this work has in practice landed with Bill Black and myself (Michael Cope): and I thank Bill for all he has done, especially in working towards containing any price escalation!

As you might expect, finance is very much on our minds at the moment. Yes, we have funds sufficient to proceed. This is with the assistance of the £15,000 grant from the Museums & Galleries Commission. Thanks go also to our President Robin Higgins, who has been working very hard and steadily to tell grant-giving bodies of our achievements, our aims and our aspirations and has successfully obtained further support from the Mercer's Company (£250), the Leo de Rothschild Trust (£100), and the Esmée Fairburn Charitable Trust (£3,000). We are very grateful for these kind grants, and on behalf of the Trust would like to thank them for their support in this way, which is very much appreciated.

But especially thanks are due to **all** who have been able to make a donation towards our Extension Appeal. This has raised well over £8,000 in gifts, plus a number of loans either given or promised if needed. We would like to thank also the Worth Valley Railway's Trust, which has kindly made available £15,000 to bridge the gap between paying the various bills and the Museums & Galleries Grant payment, after full completion of this "sideways" extension.

There is of course scope for further donations! With work now well and truly in hand, if you would like to further support your Trust in this way, any gift you may care to make would be very gratefully accepted and made *very* good use of. Please send this to Jackie Cope, Hon Extension Appeal Secretary, 30 Gledhow Drive, Oxenhope, Keighley, West Yorkshire BD22 9SA.

There is also an urgent need for short-term loans. The need here is to again bridge the gap, this time between paying the Value Added Tax on the building work and being able to claim it back. Yes, the Trust is VAT-registered; but there's still a delay of up three months before we get these payments back – and they will total something of order £7,000! So, if you can help with a short-term loan towards this very real problem, again Jackie would be very pleased to hear from you!

Should you find a form helpful, there should be a letter from our Chairman Chris Smyth enclosed. This includes just such a form; but if you prefer, please just write!

### Restoration work: some progress

One way or another, progress with the building extension has taken some toll on the Trust's continuing carriage and locomotive restoration work. This has been in two directions. Firstly, the need for time to be given to sort out the various difficulties as and when they have arisen – let no-one be any under impression that this doesn't take a *very* great deal of time. Secondly, the need to make sure that the Builders have space to do their work. Much of this has been dealt with by the "midweek" men: Bob, Dave, Peter, Raymond and Tom have spent much more time than they (or anyone else) could have anticipated moving display boards, moving steps and generally rearranging the very considerable amount of items not actually on "Museum display" that we have around the place just at the moment. It is I suppose some consolation

that quite soon a lot of this will be able to be stored neatly once the "sideways" extension is completed: in the meantime, it's an ongoing juggling act to have the right space clear and available at the right time! Our thanks go to these men, also to the "first Wednesday evening of the month" volunteers and all others who have been involved in these seemingly unproductive but very necessary activities. (And thanks also in anticipation for taking the office to pieces and once again rearranging the present shop – that's this week's little task, please!)

Despite all this, restoration hasn't stopped. This has applied in particular to *Bellerophon*, which is coming back together again at a very pleasing rate. Terry Sykes is now working a much more reasonable "three weeks on, three weeks off" on the gas platform you can see just off Blackpool (quite a contrast to his previous location, somewhere off Africa!), before he left, some two and a half weeks ago. *Bellerophon* successfully passed his hydraulic test. Various bits and pieces were being put on to such an extent that we couldn't leave the locomotive outside at Ingrow. There just was too much copperwork, plus gauges, valves and the like, back on the locomotive. This meant urgently finding space for *Bellerophon* inside our Museum building. Space was found for *Lord Mayor* in the Oxenhope Museum, with the Scammell tractor unit being temporarily "boarded out" at industrial premises in Keighley, which released just sufficient space. Roll on our "rearwards" extension, which will give us more rail space! Robin Higgins has now well started painting the locomotive; a new back cab is under construction in Keighley at Messrs Byworth Engineering. ("Yes", they said – on June 30th – "it will be ready for the 6th of July – but we haven't started it yet". I do hope they are right! If not, Terry won't be pleased!) All being well, *Bellerophon* will undergo his insurance steam examination during this coming three weeks of Terry's availability, which – if, as we trust will be the case, successful – will allow painting and the many "finishing off" jobs to be completed by the end of August.

Tom Poviliatis in his midweek labours has progressed very satisfactorily with the *Bulleid* coach interior. As you can see from the photo (opposite), the first of the two saloons is now virtually complete. Heaters are still to fix – here the problem is (once again!) that of our present shortage of storage, in that there has been so much stored under this coach that we can't get in to drill the necessary pilot holes upwards as a preliminary to what actually is the fairly straightforward task of installing these heaters. This is however now in hand, which will mean that, once the heaters are installed, the seating may be finally completed. This is with the exception of several armrests; but these are now progressing, courtesy of Bob Stott, who has transferred the upholstery kit to just outside the Museum doors. We now know why the midweek men constructed a rather fine picnic table and kitted it up with a big advertising sunshade!

Otherwise, there's not a great deal of progress to report as far as the coaches are concerned. The Guard's Brake floor of what we now must refer to as our **East Coast Joint Stock** coach has been finish-painted; and a very little work has been done in getting the trim back into the First Class Met. Hopefully for both of these coaches getting the present extension works nearer completion will give more available time for those concerned to progress these two coaches. For the Met, this means completing these two compartments to allow the coach to again be available for use; and for the

ECJS six-wheeler the next mini-project is likely to be to repaint the Brake ceiling in its now-confirmed authentic sky blue.

Should you like to assist with any of this work, you would of course be made very welcome. Please either just turn up for any of the "first Wednesday of the month" working parties, or alternatively please contact Michael Cope – telephone/fax 01535 646472. One project which may appeal to a Member (or several Members) not currently active within the Trust is the planning work on the **Great Northern bogie coach 2856**. As much as anything else, the problem here is the great amount of material within this coach, which restricts detailed examination of the interior. This will however be resolved when the storage space of the "sideways" extension is available – which won't be long now! Anyone interested? – in this or in any other project?



Tom Poviliatis' good progress within our Bullied coach is well shown here – this end is now virtually complete, except for the luggage racks (expected mid-July)

### Merry go Round Days Out?

One reason why we are working so hard towards having *Bellerophon* available once again is that all being well we will be providing a complete "Vintage Train" to operate around the **Drax Power Station** "merry go round" loop for their open weekend, which is the first weekend in September. This is shaping towards being a most enjoyable project, which also will produce some much-needed revenue which will go towards our building extension plans. Just in case *Bellerophon* isn't quite ready, we have made a "fall back" arrangement with the Middleton Railway, which means that the Middleton's "Y7", built for the North Eastern Railway in 1891, could be taking the place of *Bellerophon* if necessary. Alternatively *Sir Berkeley* might be doing the job; but this is now looking less likely. We will be using either all three Met coaches, or possibly two Mets and the Chatham coach.

As the proceeds from the Power Station Open Days are given to charity, on this occasion we regret that we are not able to make any special arrangements for VCT Members visiting Drax on either of these days. Do come along, though: it looks to be a very good programme – and our train should be running! However, it is possible that we will be taking along a sales and publicity stall. If you would like to help man this, please let us know.

Meantime, *Sir Berkeley* has again been in operation at the East Anglian Railway Museum. Paul Holroyd writes:

### *Sir Berkeley* returns to East Anglia

Following much burning of midnight oil by Terry Sykes and Eric Wright, the Trust is delighted to announce that *Sir Berkeley* arrived in Essex at the end of March for a return visit to the East Anglian Railway Museum at Chappel & Wakes Colne, near Marks Tey (on the A604, just off the A12 – see map in the March 1993 VCT Newsletter). Chappel has three platforms – one for the Class 153 single car dmus which operate between Marks Tey and Sudbury (but not on Sundays before 28 May) and two for the EARM.

The EARM operates a short freight rake comprising Guard's brake, cattle wagon (on loan from the NRM), box van and an open 5-plank wagon. This has four bench seats and gives

passengers a chance to savour the delights of *Sir Berkeley's* footplate. A two-coach Mark I set

(one side corridor and one non-gangwayed full width compartment coach) operates from the other platform, which also has a static Mark I catering set. Full visitor access is allowed to two of the three signal boxes. EARM's medium term plans include extending the museum's track to run over Railtrack's impressive 32 arch viaduct, and we wish EARM well in this exciting project.

The EARM is open every day. Steam locos (not necessarily *Sir Berkeley*) should operate on 2, 6, 9, 13, 16, 20, 23, 27, 28 and 30 August.

*Sir Berkeley* is likely to remain at Chappel until September. EARM is holding a bus rally on 23 July and a beer festival between 6 and 9 September.

Apart from these events, VCT members *should* obtain free entry to the site on production of their valid VCT membership card, though members will still have to pay for rides on the miniature railway and possibly on the freight train. Members travelling long distances may wish to phone EARM advance to check if *Sir Berkeley* will be in steam – the number is 01206 242524. For bus services between

Colchester and the museum, telephone Essex Busline 0345 000333. For Great Eastern trains to Marks Tey, Chappel and Colchester, ring 01206 564777.

*Very recent news is that there is a problem with the running gear of "Sir Berkeley". Just what this is, and how serious (or not) it is, isn't clear as yet. Hopefully this will prove not to be a serious difficulty: but it would perhaps be as well to check before travelling any distance to see "Sir Berkeley".*

### Scania Transport Trust: prestigious Award for the Trust (and a trip to Sweden!)

As reported in the May 1994 Newsletter, the Trust gained an Interim Award of £500 in this Award scheme. The ten Interim Winners then went forward to the Final Awards stage, these being made at a lunch in the palatial surroundings of the Royal Automobile Club, London, on 23 February 1995 in the presence of HRH Prince Michael of Kent.

Michael and Jackie Cope represented our Trust at this lunch. The three prize winners were announced (as with the Miss World competition!) in reverse order. "The Second Runner-Up: a cheque for £1,000, a plaque, and a visit to Sweden for

one representative – this has been won by..... the Vintage Carriages Trust." A stunned and disbelieving silence from Jackie and Michael: then a discreet but joyful rush to receive the prize from his Royal Highness.



VCT Curator Jackie Cope, HRH Prince Michael of Kent and VCT Secretary Michael Cope with our Scania Transport Trust Award Plaque: Royal Automobile Club, London

The First Runner-Up was the National Tramway Museum, Crich; and the Winner was the Paddle Steamer *Kingswear Castle*, based at Chatham.

The Committee nominated Trustee Paul Holroyd to represent the Trust by taking the visit to Sweden, as guest of Messrs. Scania. he writes of his trip:

"I found myself at Gatwick Airport on 14th June, meeting fellow travellers Jackie Burr of Scania, John Brazier of the Transport Trust, Scania Judge Fred Walker, Alan Beaven and John Megoran of PS *Kingswear Castle* and Tommy Thompson of Crich.

Our two-hour flight to Arlanda Airport was in a Fokker 100 of Transwede. Our personal coach driver was waiting to take us the 41 km. to Stockholm where we checked in to the magnificent Grand Hotel, by the harbour and opposite the Royal Palace. We then met our guide for a tour of Stockholm, which is built on 14 islands. Incidentally, Stockholm has both third rail and overhead electric systems. After a complimentary glass of wine in the hotel, we again boarded our private coach for a 25 minute journey to Saltsjobaden, where we met Monica Abrink and Hans-Ake Danielsson of Scania at Skargards Krogen, and enjoyed a meal at a restaurant in a breathtakingly beautiful location by the waters edge, surrounded by forest.

The following day, after breakfast on the Grand Veranda of the Grand Hotel, we travelled to meet Bo Ostlund of Scania. We then boarded MY *Vitesse*, a beautiful motor yacht built in 1918 for Scania-Vabis, and originally used by Scania for demonstrating their marine engines and entertaining the company's guests. Between 1924 and 1971 the vessel had several owners, its passengers including King Gustav V, Douglas Fairbanks, Mary Pickford and Anita Ekberg, whilst *Vitesse* herself was featured with William Holden in the film *The Counterfeit Traitor*. Richard Bergstrom purchased *Vitesse* in 1971, fitted a new Scania engine and restored *Vitesse* to her former glory. We sailed for approximately 3½ hours, travelling 45 km, passing the Royal Family's private palace before we arrived at Mariefred, where we

stood up opposite Gripsholm Castle before having a superb lunch which had been prepared in the galley. We then went ashore for a guided tour of the castle, which was built in the 1540s and includes a stunning theatre. We then visited Mariefred's other

attraction – the Ostra Sodermanlands Jarnvag railway station. The Mariefred - Laggesta railway line was closed in 1964, and a 200-member preservation society took over the trackbed and laid 1ft 11½ ins. gauge track. What is particularly interesting is that *the rolling stock does not have automatic continuous brakes*.

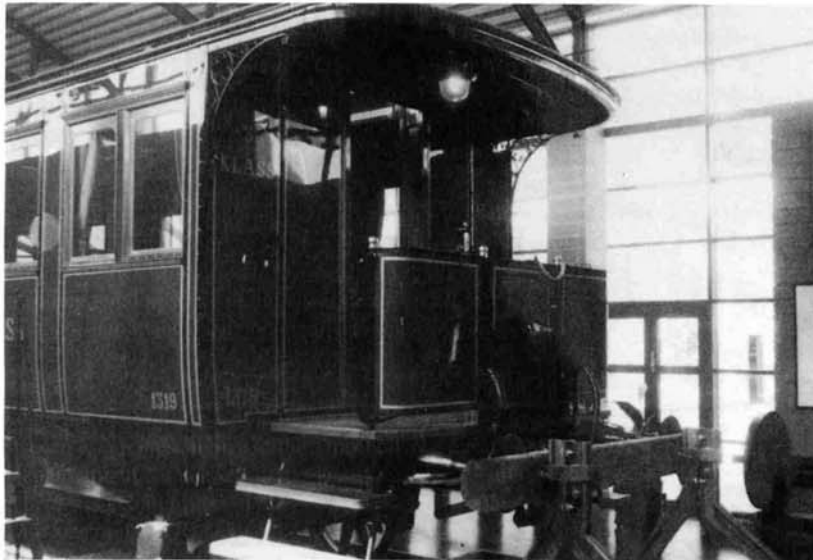
Unfortunately, we were unable to travel on the line as the timetable was disrupted due to engineering works, but we were shown around the workshops. The railway is host to eight steam locos including *Helgenas*, built in England in 1889, operates for 100 days between May and September and carries 20,000 passengers per year. There are 13 passenger carriages, at least one of which was built by Scania's ancestors, Vagnfabriken Sodertelge in 1910. One of the

most interesting items is a 13 seat 1930 Volvo car, running on railway wheels. We joined our coach and saw construction work for the new Llagesta - Nykvarn high speed railway line as we travelled for 1½ hours to Stockholm, where we had a guided tour of the Vasamuseet. The *Vasa* is a warship which sank on its maiden voyage in 1628, and it was still 95% intact when it was raised from Stockholm harbour in 1961. It is a stunning museum exhibit. We then had a couple of hours to do as we pleased, so Tommy Thompson and I set off in search of the depot for Stockholm's preserved tramway system. Stockholm lost its trams in 1967 when Sweden switched from left to right hand driving, but one route was reopened in 1991 by a 2000-member society which employs just three full-time fitters. That evening we dined at Ulriksdals Wardshus, an imposing building with eight dining rooms in beautiful parkland. The main course was served with a great flourish, and in the middle of everyone's meals at 9 pm the animated conversation stopped as the national anthem was played – everyone jumping to their feet and singing with pride and feeling as the flag in the restaurant's grounds was ceremonially lowered.

On Friday morning we visited Scania's headquarters at Sodertalje, where we were again met by Hans-Ake Danielsson, who introduced us to Anne and Willy Ekstrom. After we had watched a most interesting video presentation about Scania, Willy Ekstrom gave us a guided tour of Scania's private museum. Whilst many members will be familiar with today's Scania buses and trucks, many people will be surprised to discover that Scania's ancestors actually started by building railway carriages! Perhaps this is a good point to give a very brief resume of Scania's history. In 1891 a company called Vagnfabriks Aktiebolaget i Sodertelge (VABIS for short) began producing railway rolling stock in Sodertalje. In 1897, Vabis designed the first Swedish car to be powered by an internal combustion engine. In 1900 Maskinfabriksaktiebolaget Scania was formed in Malmo to produce bicycles, later producing forgings, wheels, stationary vacuum cleaners and railway points. In 1901 Scania built its first car, whilst it stopped producing bicycles in 1910. Vabis ceased

building railway rolling stock at about the same time, and in 1911 the companies merged to form Scania-Vabis. Scania-Vabis ceased building cars in the 1920s, concentrating on trucks, buses and marine engines. In 1969 Scania merged with Saab to form Saab-Scania, whilst in 1995 Saab-Scania was split into two companies, Saab AB and Scania AB. Scania now has production plants in Argentina, Brazil, Denmark, France, the Netherlands and Sweden. Apart from test prototypes, all vehicles are built to order and customers are able to choose the specification that suits them from a variety of interchangeable parts.

The exhibits in Scania's private museum included a set of Mansell wheels with wooden centres, dating from 1867 and borrowed from the Swedish Railway Museum at Gävle: a



Scania's private Museum: DJ 1319, built by Vabis in 1901 and in service until 1942

superbly restored 2nd and 3rd class composite carriage from 1901 (see above) and a powered inspection trolley from 1910, as well as many cars, lorries and buses. There are about fifty items in the collection, not all of which can be displayed at the same time. We were then given a guided tour of Scania's foundry where we saw engine blocks and gearbox casings being made, before dining in their beautifully appointed restaurant. Whilst having coffee after our lunch, we were each presented with a beautifully illustrated hardback book "*Scania and its Vehicles 1891-1991*", as well as a lapel badge with the company's brand new logo. Then it was time to board our coach for a complete change of scenery from the forests around Stockholm to a farming area with several riding stables. As we left Sodertälje, I noticed Routemaster and Bristol Lodekka buses.

This report has had to be brief, but I hope that it still conveys something of the flavour of our visit. We were treated with the greatest courtesy and friendliness, we had superb food – including reindeer and salmon – and many Swedish delicacies. My thanks go to the others on the trip for their friendship and of course to Scania.

Finally, I would like to thank all Members of the Trust, for it would not have been possible for me to have been able to go to Sweden as a representative of the Trust and as a guest of Messrs Scania without our success in the Transport Trust Scania Award Scheme, which in turn could not have happened without the donations of items for sale in the relics shops, without the volunteers who staff the museum and shops, or those who do the restoration work, or my fellow Trustees and Committee Members who put in many hours of work doing unglamorous jobs. I am deeply conscious of the great honour to represent the Trust in Sweden and I offer my sincere thanks to all who made it possible."

Paul Holroyd

## The late Bernard Bowdler

We were saddened at the recent death of Bernard Bowdler. Over the years Bernard had been a good friend of the Trust. This had been in particular by manning the Keighley Shop, and by cashing up every weekend for quite some time until Bernard's decreasing mobility put an end to this. In more recent years Bernard developed Worth Valley Railway Sales Department's video section into the considerable undertaking it is today. As the Railway's Video Manager, he was always very happy to help with the pricing for resale of the various videos which came this Trust's way.

In so many ways, we will miss Bernard.

## "Thomas" at Ingrow

Ingrow Yard has been relatively quiet recently. Except, that is, for the visit of Thomas, the well-known Tank Engine. For two weekends the Yard was full of activity, with assorted Fat Controllers playing to the mobile-grandstand gallery of excited small children whilst Thomas did his stuff. There were cameos featuring also Troublesome Trucks, Dirty Diesel, and minor problems concerning fish in tanks. Thomas may not be to the liking of every enthusiast; but it was very pleasing just how professional a show the Railway put on and just how much it was appreciated by its audience – of all ages.

The Met Brake and the nine-compartment Met Third featured in an "Annie and Clarabel" cameo at Keighley. The Cooper family live steam radio controlled model

railway was sited in our Museum and again gave pleasure to a great many. Despite a reduced display, many visited our Museum, which for these two weekends was freely open to visitors. Our Sales Stall did quite well – thanks are due here especially to Marjorie Higgins and to Michael and Rodney Holroyd, as well as, to Bob Stott and to all those who helped in so many ways over these two weekends.

The next major event making use of Ingrow Yard will be the Railway's "**Family Weekend**", to be held on 12 and 13 August. We do not have the full programme for these two days as yet, but anticipate that horses, vintage buses, model buses and children's entertainment will again feature. The Railway's final "**Vintage Train**" day for this year will be Sunday 22 October. At this stage we do not know whether any of our coaches will be involved, though this would seem to be quite likely. Coaches *might* even include the First Class Met: but this depends on the building programme taking rather less of your Secretary's time, directly or indirectly!

## Membership matters

The good news is that the Trust's membership has increased very considerably over the last few months, and now stands at a total of 510 Members. The less good news is that 59 have yet to renew. Doubtless the delay in receiving a copy of the *Newsletter* hasn't helped, as there hasn't been a reminder about renewing your Membership – until now!

If you are one of these 59, you should find a "reminder" letter enclosed. If you would like to continue as a Member of our Trust, could you please complete and return it as soon as is possible? (If you receive a notice and have already renewed: sorry! – and please let us know.)

Incidentally, our recent Appeal has resulted in 99 new Members joining us. If you know a friend who would like to make it 100 new Members, we look forward to hearing from her (or him)!

You might like to consider taking this opportunity to convert your Membership to Life Membership. At the moment this is available for the sum of £80, which may be paid as four consecutive annual payments of £20 should you wish. As you will see elsewhere in this Newsletter, a proposal will be put to our Annual Meeting to increase this to £120. So: if you are considering joining as a Life Member, now could be the time to do so!

## Annual General Meeting

It may be rather early to give the formal Notice of our Annual General Meeting. However, the date and location of this is now confirmed, and there isn't likely to be much time between the next issue of this *Newsletter* and the Annual Meeting: so, here's the key information:

**VCT Annual Meeting:  
Saturday 21 October 1995  
Three Sisters Hotel: Brow Top Road, Haworth  
Lunch 12.30 for 1 pm  
Annual Meeting: 2.30 pm**

As now is established practice, this is the same day as the Railway's Annual Meeting, to be held the evening of that day but at the Oxenhope Community Centre (a change of venue from last year).

Our own Annual Meeting will be preceded by an informal lunch, as a group in the Restaurant of the Three Sisters Hotel: 12.30 pm (at the Bar) for 1 pm, sharp (Restaurant). Those who have been able to be present on previous occasions for this informal lunch much enjoyed it: if you can, why not join us this year?

The Annual Meeting itself will be in one of the Hotel's private rooms, at 2.30 pm, sharp. We will repeat the formal Notice of Meeting in the next *Newsletter* (assuming of course that there is one before then – this is the present intention, but we can't absolutely guarantee this!): here it is:

Notice is hereby given that the Annual General Meeting of the Vintage Carriages Trust will be held at 2.30 pm on Saturday 21 October 1995 at the Three Sisters Hotel, Brow Top Road, Haworth.

The Agenda shall be:

- 1 Apologies for absence
- 2 Minutes of previous Annual Meeting, held on Saturday 22 October 1994 and as previously circulated (as part of the January 1995 *Newsletter*)
- 3 Matters arising therefrom not otherwise covered by the Agenda
- 4 Report of the Trust's activities over the past year
- 5 Chairman's business
- 6 Treasurer's Report
- 7 Reports of the following:
  - a) Membership
  - b) Shop Manager
  - c) Ingrow Carriage Museum Curator
  - d) Curatorial Adviser
  - e) Coaches
  - f) Locomotives
- 8 Membership Subscriptions. The Committee notes that the last time the subscriptions were increased was ten years ago, in October 1985, and proposes that Subscriptions be increased to £4 full, £2.50 Spouses/Seniors/Juniors and £120 Life, to take effect from 1 January 1996.

9 Proposed Constitutional Amendment. The Committee proposes that the second sentence of paragraph 3 (d) of the Constitution be changed from: "In the case of new Members, annual subscriptions received on or after the 1st September will cover Membership up to 31st December of the following year" be replaced by: "In the case of new Members, annual subscriptions will cover Membership up to 31st December of the following year"

10 Election of: President: up to three Vice Presidents: Chairman: Vice Chairman: Secretary: Treasurer: Membership Secretary: up to four Committee Members

11 Appointment of Auditors

12 "Any Other Business", which may be accepted only at the discretion of the Chairman.

*For information: the retiring Officers and Members of the Committee are: President, Mr R N Higgins; Vice Presidents, Messrs 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; Membership Secretary, P Walton; Committee Members, Messrs K Cook, D Johnson, H Pickles and P Whitfield. The Trustee retiring in rotation is Mr W H Black. (The other two Trustees are Mr G Bentley and Mr P Holroyd. Mr Bentley's period of office expires at the 1996 Annual Meeting, and that of Mr Holroyd at the 1997 Annual Meeting.)*

*All the above are eligible for re-election.*

The positions of Curatorial Adviser, Shop Manager, Curator and Rostering Officer are Committee appointments.

Mr M Gibbon holds the position of Curatorial Adviser, Mr M Loukes that of Shop Manager, and Mrs D J Cope the positions of Curator and of Rostering Officer.

Nominations for the positions listed in 10 and 11 above are now called for and should be sent to me c/o the Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

In accordance with the Constitution, nominations may be accepted at the Annual Meeting only if an insufficient number of nominations for that post has been received prior to the Meeting.

M W Cope: Hon Secretary, Vintage Carriages Trust  
4 July, 1995

## Rearwards Raffle

.....raffle in aid of our "rearwards" Extension, that is. This won't pay for all of the necessary work, but it should make a very useful contribution towards this. We plan to launch this Raffle next Easter, so just at present it's very much "advance notice". However, there is one thing which you might like to do, now: which is to offer a prize for this raffle. At this very early stage, already our Vice Chairman's kind offer of a bottle (contents unspecified) has joined an offer of admission tickets to the National Railway Museum. We would welcome many more prizes to join these! What would *you* like to offer, please? RSVP to Jackie Cope, c/o Haworth Station, please.

## Rearwards Extension

Yes, we know that we have the *sideways* extension in hand at the moment, and that we still have to complete this. However, it is of course the *rearwards* extension that will allow us more covered accommodation for our coaches (and locomotives): in many ways, the *sideways* extension is but a very necessary preliminary to the more major project of extending *rearwards*. We are well aware that a great number of groups are asking for Lottery money towards their own projects, and that there is great competition for funding from this source. However, we are also very much aware that our project fits the Heritage Lottery Fund (administered by the National

Heritage Memorial Fund) requirements very well indeed, and we are investigating just what is required to make an application in this direction. Certainly the requirements for any application are quite specific and if we are to go ahead in this direction a great deal of further work will be required.

In the meantime, we need to continue thinking positively towards this rearwards extension, and to think towards the necessary fund-raising. For a start, let's make our "rearwards raffle" a resounding success, as a first step towards this goal!

We have also gained a place in the listing for the Keighley Bid for "Single Regeneration" Funding. We can but hope that Keighley will achieve success with this Bid, which would provide funding for a wide range of specific projects within a specified boundary. Our Museum only just falls within this boundary – which divides Ingrow Yard into two. Fortunately we are in the right half!

## AJECTA

Contact was made with our French twins AJECTA not once, but twice, earlier this year.

Chris Smyth and Trevor England were able to join a "Eurostar" day trip to Paris on Sunday 29 January, arranged as part of the Association of Railway Preservation Societies' Annual Meeting weekend. Whilst in Paris they met and talked with AJECTA's Foreign Marketing Manager, Monsieur Philippe Tolstoff. As it happened, John Sagar (Editor of the Railway's *Push and Pull*) had organised a separate "Worth Valley" based three-day visit to Paris over the following three days, again via Eurostar. This party included several VCT Members and Worth Valley Carriage & Wagon personnel. VCT was able to invite Monsieur Jean-Yves Toussiro, AJECTA President, and Madame Toussiro to join the group for Dinner on the first evening. It was a great pleasure to speak with Monsieur Toussiro on the problems and achievements of VCT and of AJECTA. It became apparent just how much our two bodies have in common.

Much telephoning from the restaurant resulted in Monsieur Toussiro being able to arrange for us to visit AJECTA's site at Longueville the following day. In the event, the sparseness

of SNCF's Outer Suburban rail service made a *very* early start from Paris necessary. The need to rise before dawn on what was to be a bitterly cold day proved too much for several people. However, four *did* have sufficient determination to set off – Jackie and Michael Cope, Ken Cook, and Graham Bentley. We were welcomed at Longueville by Monsieur Daniel Grandser, and enjoyed a most excellent visit! As well as seeing AJECTA's Roundhouse and its contents, we were able to climb in, enjoy, discuss and compare what seemed to be virtually every coach in the Yard. AJECTA certainly have an interesting collection, of locomotives as well as the main object of our visit, the coaches. Monsieur Grandser made us most welcome, and we are very grateful to him for his hospitality. As a small token of our thanks, we gave Monsieur Grandser a VCT tie and a *Bellerophon* badge – to which he responded by giving us a bottle of champagne! We had previously been talking about AJECTA's tour programme, and in particular their annual "Champagne Express" visit – pilgrimage, even? – to Eparny: this bottle somehow had managed to be left over from last year's trip! (It is now safely in the Security Cupboard at Ingrow. We are determined to use it to help celebrate completion of our "sideways extension".)

*This year, AJECTA's railtour from Paris to Epernay and return is planned for Sunday 26 November. As you might expect, there is provision for a leisurely lunch – by candlelight, in the "de Castellane" cellars, accompanied by champagne. There is (of course) a bar on the train. The price is expected to be between 700 FFr and 800 FFr. The Provins Tourist Office will provide further information: telephone (00 33) 1 64 60 26 26; fax (00 33) 1 42 93 18 57. Mention that you are a Member of AJECTA's twin, VCT: you may get a discount.*

*AJECTA's other remaining railtour this year is a two-day tour from Paris to Verdun and Nancy on Saturday 14 and Sunday 15 October. This includes overnight accommodation in a four-star hotel, with the price expected to be somewhere between 1,500 FFr and 1,800 FFr. Information again from the above numbers, or by writing to AJECTA at Boite Postale 1, 77650 Longueville, France.*

*AJECTA also has an annual "Day of Steam" at the Longueville Depot. The best information we have is that this is "mid-September", and that it coincides with the "Portes Ouvertes" day, organised across the whole of France by the Ministry of Culture.*

*This may (or there again may not) coincide with a jazz concert to be held within the Roundhouse of the Depot on Sunday 24 September. Again, ring or write as above for further information.*



Warmly clad for the occasion, Graham Bentley, Ken Cook and Jackie Cope (with Monsieur Daniel Grandser barely visible in the background) in AJECTA's fully-operational ex-CIWL Restaurant Car 4207, built 1940

The Trust receives regular copies of AJECTA's "Bulletin". If you would like to borrow the current issue, please send Michael Cope a large sac (29p stamp). The current issue includes a listing of AJECTA's rolling stock. This totals some 90 items, of which 39 are "Monuments Historiques" in their own right – as applies to the Roundhouse itself. A rather different situation to that applying in this country!

## VCT pullovers

a number of volunteers working in the Shops and the Museum are now to be seen sporting the new VCT vee-neck pullover. The deep Midland Red colour with the coach logo and "Vintage Carriages Trust" in white and red on the left front look very smart. They are made by Balmoral Knitwear in Scotland and are of good quality acrylic.

Any Member, whether a working Volunteer or not, who would like one of these unique garments can order any one of three styles.

Long-sleeved vee-neck pullover (acrylic): £16.70 each  
Slipover (no sleeves), vee-neck (acrylic): £15.17 each  
Crew-neck Sweatshirt (polyester and cotton): £14.40 each.

There are a few pullovers and slipovers in Haworth VCT Shop if you can get there to view, try or even buy one! Otherwise please write stating the size and style required and we will do our best to obtain one for you. *Please do not send any money 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".

## Collector's Piece?

From time to time we see especially choice items passing by as sales items for our Shops. One which we are holding on to for the moment is a copy of the 1868 edition of Samuel Smiles' "Lives of the Engineers: Vol. III. George and Robert

Stephenson", signed by the author. A little foxing and some wear on the cover, but otherwise in good order for a book published 127 years ago. It is not going cheap; but if you are interested, please contact your Secretary.

## And in conclusion.....

Throughout this *Newsletter*, we have mentioned many Members working on many different facets of the activities of the Trust. All are very necessary parts of a successful and positive whole. Without this quiet teamwork – looking after our Shops, including on dull Winter Saturdays and Sundays, welcoming visitors to the Museum, writing letters to those who have been kind enough to donate towards the work of the Trust (whether it be 50p or £500 or more), moving shelves and stock around to accommodate the extension work, writing Press Releases, banking the Trust's moneys, keeping up with the VAT, writing to prospective sponsors and donors, pricing books, buying hardware..... the list goes on and on. Then there is the restoration work itself (including on the first Wednesday evening of each month: just turn up!).

Perhaps you can fit in here somewhere? You don't have to live very close to Ingrow: quite a number of the above tasks are carried out by a Member living 200 miles away!

Think about it? In particular, we have a need for someone to work with Trevor England in his capacity as Treasurer, as his other duties are taking more of his time than previously applied. Maybe this is something *you* would enjoy helping with?

Your Secretary's (and your Curator's) telephone number is 01535 646472. We should be pleased to hear from you!



Perhaps not quite what it seems! No, Keith Jones hasn't become a Driver (yet!)