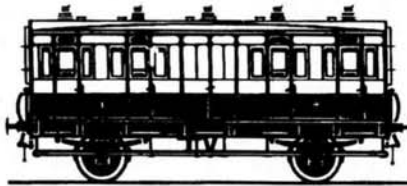


# VINTAGE CARRIAGES TRUST



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: September 1995

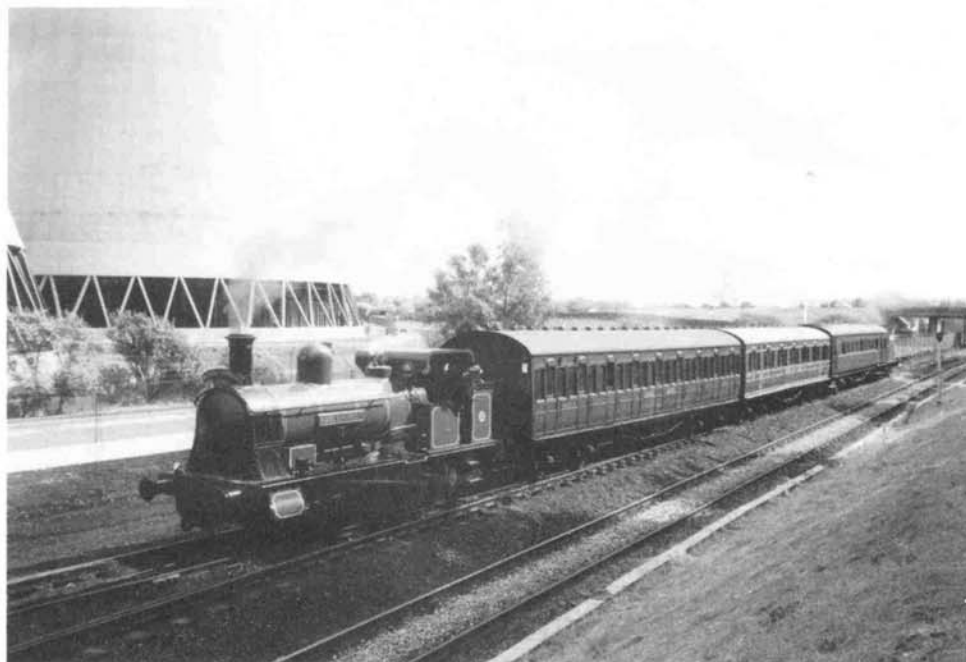
VCT Annual Meeting: Saturday 21 October 1995  
Three Sisters Hotel, Brow Top Road, Haworth  
Lunch: 12.30 for 1 pm Annual Meeting: 2.30 pm

Trevor England (our Treasurer, also our Vice-Chairman) made a very good point recently. He reminded us that we are the Vintage Carriages Trust.

Our remit is the conservation, preservation and restoration of our collection of vintage railway carriages..... yet he had to search the last edition of this *Newsletter* quite hard to find much mention of just what we are doing with our carriages. The *Newsletter* (and also Committee Meetings for quite a time past) have tended to be dominated by Sideways (and more recently Rearwards) Extensions, also news of *Sir Berkeley* and of *Bellerophon*. These are vital parts of our activities – but are we in danger of losing sight of our main purpose, as Vintage

### Carriages Trust?

Certainly from time to time we all need to pause and to think just what we're doing, and why. It's useful at the same time to consider how successful we are in this. The Trust can claim good success here! – not only with such things as our very necessary Sideways Extension, the continued successful operation of *Sir Berkeley*, and with *Bellerophon* now being operational once again: but with such events as our attendance at National Power's Open Day at Drax Power Station. The photo below shows the complete train passing one of Drax's cooling towers. Surely this represents better than a great number of words the genuine success of our Trust?



Vintage Carriage preservation at its very best? VCT's coaches and loco *Bellerophon* (with MRT's Y7 almost out of sight at the far end of the train): Drax Power Station, Saturday 2nd September 1995. Photo: Robin Higgins

The Drax Power Station Open Day was attended by many thousands of visitors. They enjoyed not only the sight of our vintage train (with the motive power provided jointly by us and MRT), but also – and perhaps more importantly – for some of them the experience of genuine steam-hauled vintage travel. Isn't making this experience available to the wider public the epitome of what we are striving towards? (And of course our own pleasure and enjoyment!)

It's a pity that not many Members of the Trust were able to travel to Drax to savour the delights of that weekend. There was concern in some quarters as to how *Bellerophon* would behave for what was its first real steaming after its major overhaul. In the event, these concerns were shown to be groundless.

The perhaps inevitable and fortunately relatively minor problems which did emerge included the need to replace two of the piston rings on the left hand side steam valve. Time necessary for the new rings to be manufactured means that *Bellerophon* won't be in action at the Worth Valley Railway's Enthusiasts' Weekend (30th September and 1st October). This is unfortunate; but we really do need to replace these rings! All being well *Bellerophon* should be available for the Railway's Vintage Train services of Sunday 22nd October.

However, perhaps the most exciting recent development is the Railway's planned 'Vintage Train' operation on the Tuesday, Wednesday and Thursday of the first two weeks of June next year.

Hopefully the Trust will provide the complete train for these six days of operation: book these dates now! If you can, come and experience for yourself Vintage Carriage (and locomotive) preservation at its very best!

*All this is not to deny that Trevor had a very valid point when he said "there's not enough mention of our coaches". So: here's what applies at the moment. Taking the oldest first:*

**Our Manchester, Sheffield & Lincolnshire Railway tricomposite coach** (built 1876: now in its Great Central Railway livery as No. 176) was used for filming "The Secret Agent" on the Great Central Railway in mid-August, as described in an article later in this *Newsletter*. This in itself posed a few problems, not all of

which were the obvious ones. For example: the central luggage compartment has for some time past been crammed full of seating from our Bulleid coach. Our long-suffering midweek team kindly moved all this into the then-available space, which was two compartments of the nine-compartment Metropolitan coach. Snag: this coach then had to leave for Drax. Another move for the seating, this time on to the floor – not really a good idea, but no choice at the time. It's all now back into the MS&L's luggage compartment – so that's three moves for all this seating; and moving it is not a two-minute job!

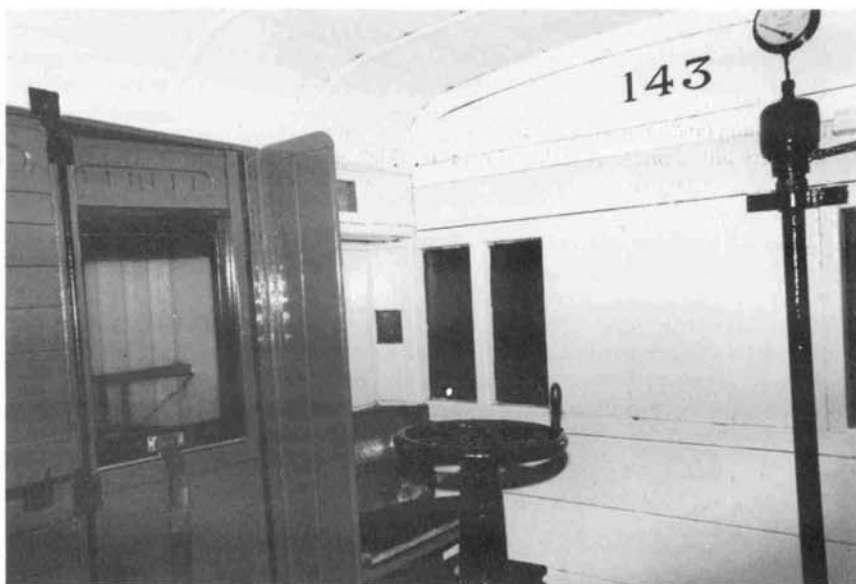
Sadly, we had problems with the latex film used by the film company to protect the coach's paint work. Again, this wasn't a terribly obvious problem. The latex film itself did the job very nicely, but unfortunately insufficient was applied, with the result that some of the film company's paint was applied on top of the GCR livery rather than on top of the protective film.

In the event no great harm was done: it's just that removing this unwanted paint is proving to be a very tedious task, taking a great deal of time that we would much prefer to be using more productively. Following representations, the film company is compensating us for this work; but we've now taken the decision not to allow this latex film to be used on our coaches in future.

It's only too easy to forget our **Midland Railway six-wheel Composite** of 1886. Yes, it's still there, marooned behind the Bahamas Locomotive Society's buildings, in what we really must remember to refer to as the Shoddy Manure Dock at Ingrow Station, only a few tens of yards from our Museum. Much as we would like to progress its restoration (and to see it in very occasional use!) there's nothing we can do until we have undercover accommodation for it. Back to the need for the "Rearwards" Extension!

In the meantime, our repeated thanks to Stuart Mellin (Ingrow's Stationmaster) for attending to the day to day general maintenance of this historic vehicle, and for keeping a close eye on it.

Dave Johnson has done a great deal of research concerning our 1888-built **East Coast Joint Stock six-wheel coach**. Yes, we are now virtually certain that it carried the number "143", and Dave has added this number authentically to the Guard's brake, of which he has completed the restoration (see photo).



Black and white reproduction cannot show the fully-researched and accurate colours, including the cream walls and the white ceiling. Again, a slight snag. Recent further evidence – including from our "new" Great Northern coach, No. 2856 – confirms that the ceiling should be a rather pleasant light sky blue..... Dave says he will be repainting the ceiling appropriately, but awaits the construction dust dying down sufficiently!

This coach also was used at Loughborough for the "Secret Agent" filming. No problems here: in fact it was returned "improved" in that, with our prior agreement, the previous very basic seating – added, but not used, for the Worth Valley Railway's 125th Anniversary celebrations – has been replaced by a definitely superior version. It's not strictly correct, but well conveys the "look and feel" of un-upholstered third class seating of that era. It will serve its purpose very nicely until we

have the finance and in particular the time to advance the restoration of this vehicle.

**Great Northern Coach 2856** of 1898 leads us to our Red Face Department. In short, we just have not been able to progress a survey of this coach, very necessary before we can make an application for PRISM funding. (This is the Museums & Galleries Commission Fund administered by the Science Museum and being for the Preservation and Restoration of Industrial and Scientific Material: it was this Fund that helped us move the coach from Pickering to Ingrow.) The reasons for this lack of progress are twofold. The obvious one – lack of manpower – this time is the lesser reason. The main one is that the coach is so full of material (timber, seat bases and the like) that we can't get sufficiently close to it to make a proper survey of the interior. Until we have somewhere to put this material we just cannot get on even with this survey. However, help is (at last) now at hand with the "Sideways" extension, with its storage space, now fast approaching completion. Any volunteers, please, to then help with the careful emptying, and the surveying of this coach?

Actually, the situation isn't that bad, really. We have been able to look at the roof and the underframe in some detail. To – we must confess – our surprise, we found the roof in excellent condition. Certainly the roof covers have done their job very well for the many years they have been in position – so we put them back, carefully and neatly, and tied them down securely against the Winter gales. The underframe also is in generally much better condition than we deserve. However, it's as if at some time the whole coach has been dropped from a height of maybe three or four feet. This has caused some distortion to the framing (and immediately behind two of the buffers), albeit with very little damage as such and nothing which cannot be attended to. Straightening things out will be quite a challenge for the future.

This is an interesting and important coach crying out for a considered and accurate restoration. There's a great deal that we can do almost immediately. As mentioned, this must include an accurate survey, with its preliminary of assessing the present contents and moving them into store. There's also scope for cleaning and repainting at least the solebars. Also, if your burning ambition is to clean and re-varnish Mansell wheelsets, now is the time to come forward!

Our **Metropolitan Railway seven compartment Brake Third No. 427** (built 1910) is available for use and is currently stored in the Railway's Carriage & Wagon Workshop at Oxenhope.

To be precise, six sevenths of it is available for use. Your Secretary claims that pressure of other work has slowed him from even just one restored compartment per year. He has not been helped in this by the inordinate amount of time taken to remove the many layers of paint from the original ceiling panels, which are a form of compressed cardboard, doubtless of historical importance as the precursor of hardboard. Problems include that layers of this come off with the last layers of paint: in short, the job is a bad one. This is to such an extent that he has abandoned as unrealistic in the present case the "museumy" ideal of using original material, and (via Stuart Mellin) has now found a source of white-surfaced hardboard of sufficient size for the purpose. 10' by 5' white faced hardboard. £10.52 per sheet. Plus (of course) VAT. Will order a trial two sheets next week.

That apart, the coach is in reasonable condition, but is becoming increasingly dowdy, with the need for considerable

work on the exterior. This will need to involve quite a lot of repainting, before comprehensive repainting.

**Metropolitan Railway nine compartment Third No. 465** (built 1919) is currently in our Museum and is in very good order. It saw service at the Drax Open Days and is likely to be used for the Worth Valley's October "Vintage Train" services.

**Metropolitan Railway seven compartment First No. 509** (1923) also saw use at Drax, and is expected to be in use for Enthusiasts' Weekend. This will represent its first appearance in a scheduled passenger train for a great many years, probably since the early 1970's. (If anyone can identify just how many years, and maybe can recall the last days of its previous operation: would you please write a short piece for inclusion in the next issue of this *Newsletter*?)

It's difficult to define just what one means by "the restoration of this coach has been completed". Certainly we haven't got there yet. The coach looks fine, and is – especially for your Secretary, who has been working on it since he was a lad, he says – a pleasure and a joy. However, it isn't complete, by a long way. If anyone with moderate wood skills and a great deal of patience would like to help with this coach, please step forward!

Progress does continue to be made. In particular, just before he returned to his native Florida, Tom Poviliatis was able to fit much of the missing trim back into the "Keighley end" compartment and to varnish it. This means that all seven compartments are now available – but throughout the coach there is quite a bit yet to do in fitting the "final" pieces of trim and in particular with the droplights. We are short of several of the droplight strap retaining plates. We have, from many years ago, sufficient rough castings to allow these to be replaced (after quite a bit of filing and polishing: any volunteers, please?), the problem is to find these castings. Under the central walkway? In one of the many boxes around the walls? Up at Oxenhope? Oh, the (hopeful, anticipated when the present Extension work is finished) joy of having a well-organised storeroom! At long last, we may be able to find what we want when we want it, without searching for hours!

Our "**South Eastern & Chatham**" BSK coach (built by the Southern Railway in 1924) is in quite good order and is currently on display in our Museum. It also was in service at Drax. There, we experienced minor brake problems, put down at that time to a minor leak at a cylinder neck ring. Our thanks go to Peter Eastham, Paul Brown, Ken Cook and Philip Kilburn (and anyone else also involved) for taking the Railway's vacuum test kit to Ingrow, for finding the leak (which was a result of corrosion at the brake end swan neck: the cylinders themselves were in good order), and for repairing and retesting this – all in very quick time. Many thanks to all concerned!

Otherwise, the coach remains in good order, other than a certain amount of fading and peeling varnish on the internal window ledges. Graham Bentley is steadily working to rectify this. Rubbing down and re-varnishing is restful and pleasant, he says.

This leaves our "**Bulleid**" coach **S1469S**, designed in Southern Railways days but built by British Railways in 1951. The final work to complete the "Oxenhope end" saloon has not progressed. The reason here is the need to fit the under-seat steam heaters. Until these are finally in position, the seats themselves cannot be secured to the floor, which means that the various minor bits and pieces cannot yet be secured. These are such items as the strip which carries the seat numbers, and



the triangular sections to complete where one seat backs on to another. There's not a great deal to do as far as this saloon is concerned, but we can't do it until we fix the heaters. And we can't do that until we can get under the coach: and we can't get under the coach until we move the assortment of doors, panels and other Very Useful bits and pieces away from under .....which brings us back to the need to get the Stores of our new Sideways Extension finished and in use as soon as we possibly can.....

However, following Tom Poviliatis' return to Florida and with for the moment nothing to do on locomotives, Peter Butcher (assisted by Raymond Tallon, both of the midweek team) has turned his hand to the Bulleid. He is now working on the Oxenhope end vestibule. Here, the large steel tray which holds the vestibule matting was corroded beyond recovery. It is now at the works of Byworth Engineering (who did a very good job with *Bellerophon's* cab roof) for replication. In the meantime, Peter and Raymond are working on cleaning, stripping and re-varnishing the wood panelling of this vestibule. Hopefully in the fairly near future we will be able to allow visitor access via this vestibule to the completed saloon.

There is of course the other end yet to be dealt with. Then there's the roof. Wood repairs up there were completed literally years ago, and for many years we have had in stock (I almost said in store!) a PVC-filled nylon mesh sheet for use as the roof covering. (We decided long since that we prefer this to traditional canvas roof coverings, mainly because the modern material needs virtually no regular maintenance). Then there's the steel cladding, to be completed, filled and painted.

*Filming "The Secret Agent" on the Great Central Railway and the involvement our Trust's coaches in this has already been mentioned more than once. Here, Trustee Paul Holroyd tells us all about it:*

## Filming "The Secret Agent"

At the end of May the Trust received an enquiry from a film company which was producing a new version of Joseph Conrad's *The Secret Agent*. Nothing further was heard until 19th July when I received a phone call saying that Caroline Amies, the Designer, wished to visit Ingrow on the following day to look at our carriages.

The film company wished to film at a station with an overall roof, and had initially selected Hull Paragon. However, there aren't any 1880s locos with main line certification! The film company had a definite deadline of 18th August for the filming to take place, and over the next few weeks the film company investigated Brighton, Dover Western Docks and the Bluebell Railway before finally settling on Loughborough, on the Great Central Railway. On 9th August I visited the world-famous Ealing Studios – location of so many famous films including *The Titfield Thunderbolt* and *The Ladykillers*, as well as many of the George Formby musicals – to collect the contracts and VCT's fee from David Boardman, the Assistant Location Manager. On Stage 3A at Ealing the company had built a superbly realistic Victorian street, which I was shown. After the two nights of railway sequences, there would only be one more evening of filming, and the film would then be complete. Other locations used in the film have included St Pancras Station; the area around Goods Way, King's Cross; the Royal Naval College, Greenwich; Canonbury Tower, north London; and Southampton Docks.

After rising at 5 am on Friday 18th August and going to work as usual, I caught a train to Loughborough, checked in at my hotel, met our President Robin Higgins and his wife Marjorie,

We've got some way to go yet. Again, if you would like an involvement in restoration work on this or on any other of the coaches, we would be very pleased to hear from you!

*Did you notice the theme running through all the above?*

*Actually, there's two themes. One is that there is a tremendous amount of work to be done. The obvious point arising here is that this work includes a very wide range of skill levels, from sophisticated woodworking right up to being prepared to push a vacuum cleaner around. If you are able to come to our Museum (even occasionally) and if you would like to assist (at any skill level), please make yourself known – you will be very welcome.*

*The other theme is that our new Extension really does matter. Indeed, even just the fact that we will have storage space available is of crucial importance to the future of our coach (and other) restoration programme and thus to the future of the Trust as a whole. This is why we have spent so much time and effort – and money! – on the Sideways Extension; and why we are already thinking very seriously towards the "Rearwards" Extension. The Sideways Extension is primarily concerned with storage and so making our Museum again workable, both to welcome visitors and to allow our restoration programme to proceed. The Rearwards Extension will allow almost all of our Collection to be under cover and so protected from the weather – certainly the priority towards ensuring the long-term survival of the Trust's Collection. This Rearwards Extension is a major challenge: but we must work towards it!*

Carol Amies and David Boardman at Loughborough Central at about 6.30 pm. I also met Duncan Battersby of Quainton and Martyn Ashworth, John East, Graham Oliver and Michael Curtis of the Great Central Railway. For the filming, Loughborough was disguised as a terminus, with false walls, false iron gates, a false clock and bookstall. Standing alongside the platform, was L&Y 0-6-0 tender loco 52322 from Carnforth, VCT's MS&L carriage, MS&L six-wheel Third No. 1076 of 1870 and London, Chatham & Dover Railway four-wheel First No. 9 of 1880 (both from Quainton) and our ECJS No. 143. VCT's varnished teak Metropolitan Railway First stood on the adjacent siding. The roadway above the station was host to over 20 lorries and caravans, plus numerous cars, and an RCL Bus, CUV238C, fitted with tables as a dining vehicle. There were 140 people on the set. When I arrived, finishing touches were being made to disguise the station, loco and carriages. There was also a portable steam boiler connected to pipes for steam effects, as well as Bulleid Pacific *Canadian Pacific* providing steam and sound-effects. Filming started as darkness fell at about 9 pm on the other side of the island platform, the first stock movements not taking place until 10.40 pm. Our Met carriage was positioned at 11.35 pm, and then came the first of the requests from the film crew: "The light is reflecting on the carriage windows. Can we put a black drape over your carriage?" Whilst this was going on, rehearsals with passengers joining our ECJS continued. Your reporter checks with the cameraman: "How much of the carriage is in shot? – then you need a tail lamp on the back". After several run-pasts, the drapes were removed from the Met



Night filming of "The Secret Agent": our ECJS coach takes its deserved starring rôle. Photo: John East

at quarter to one on Sunday morning, following which food was declared. Next question: "Can we run cables along the outside of the carriages? We don't want to fix them with tape – just loop the cable through the grab-rails." "Can we put a generator in the guard's van?" Reply: "How big is it, how much does it weigh? I want the floor protected because we've just restored it and it has to be secure." 1.40 am and your reporter spots what appears to be a cable dangling from the Met. Speak to the crew of *Canadian Pacific* and stop further movements. Discover that the crew left a lot of rope tied to the Met when they removed the drape. The cameraman is now filming interior sequences inside the third compartment of our ECJS brake. After several run-pasts, technical problems at 2.50 am as the camera won't play back. 3.48 am: board our ECJS coach for a ride in the brake as we film several takes of the stunt sequence. 4.25 am: platform number signs changed yet again. 4.29 am: reposition the Met out of camera shot. 5.15 am: filming has to stop as it's getting light. Saturday. After a few hours sleep, travel on the GCR "selling" VCT to enthusiasts and tourists who are interested in the filming. 7 pm: the film company has built a mock-up of an ECJS compartment, mounted on a rail flat wagon, which is positioned alongside the island platform. Meanwhile the L&Y loco and the genuine carriages are positioned on the other platform face. As we didn't complete enough filming last night, tonight we will use two camera crews filming simultaneously on each platform. 8.11 pm: generator is removed from ECJS brake. 9.43 pm: the actress Patricia Arquette emerges from our ECJS carriage and has her hair attended to. 11.16 to 11.23 pm: do nine takes of ECJS door being opened – meanwhile, GCR's 'wine and dine' set is waiting to set down passengers! 11.25 pm: L&Y loco and carriages set back to allow wine and dine set in, hauled by

*Canadian Pacific* and D8098. 11.48 pm: wine and dine set moves e.c.s. towards Quorn.

Sunday. Eleven minutes past midnight: first of several takes of Patricia Arquette and Gerard Depardieu in the mock-up.

1.46 am: take of loco wheels. Film crew move to track level for shots of locomotive heading towards camera. 5.09 am: first of three takes of L&Y set running through non-stop.

5.45 am: filming over.

Go to bed. 8.30 am: after 2½ hours sleep, have breakfast.

9.10 am: lock carriage doors and phone lorry company to confirm arrangements for delivery to Drax and Ingrow.

10.07 am: catch train to St Pancras. 12 noon: VCT Committee meeting – my apologies are accepted! 1.45 pm: arrive home. I've had six hours sleep since 5 am on Friday!

*Paul Holroyd*

### **Drax Power Station: the return of *Bellerophon* and the Varnished Teak Met**

As predicted in the last *Newsletter*, we were very pleased to provide a complete train for Drax Power Station's open weekend on 2nd/3rd September.

A site visit was made to Drax on 17th July to look at the layout and discuss arrangements. Our friends at the East Anglian Railway Museum kindly agreed to release *Sir Berkeley* if needed but in the event the formation was: *Bellerophon*, nine compartment Third Met No. 465, First Class Met No. 509, South Eastern & Chatham 3554 and Middleton Railway's North Eastern Railway class Y7 loco No. 1310 of 1891 vintage.

As well as marking the return to service of *Bellerophon*, these were the first passenger carrying trips for the Metropolitan First for over twenty years (indeed there were – and still are –

some outstanding jobs). The Metropolitan First travelled direct to Drax from filming *The Secret Agent* at Loughborough. To gain maximum publicity, *Bellerophon* sported an attractive VCT headboard, whilst notices advertising our Museum were placed in every compartment. A VCT banner was tied to the fencing by the VCT sales stall and entrance to the temporary platform. Each group of passengers was handed VCT, KWVR and Middleton leaflets as they joined the queue for the trains. We also borrowed the 'Thomas' sales stand from Ingrow (ably re-erected by Bob Stott) and sold *Bellerophon* postcards, badges and other souvenirs, and of course the book "*Bellerophon: Haydock to Haworth*".

Our friends of the Middleton Railway had arranged for a trailer full of coal to be delivered (Drax's own supplies are far too powdery for steam loco fireboxes) whilst Drax's own fire engine quenched the thirst of the two locomotives.

The whole weekend was very successful and a fine example of co-operation. Some trains ran with 120% load factors despite very poor weather on the Saturday morning. The whole event also provided useful lessons for similar events in the future. Above all, the whole weekend was very enjoyable.

Two peripheral excitements were the grass fire *Bellerophon* managed to cause on the very last trip, and that at the end of the day after all visitors had gone home being able to photograph *Bellerophon* side by side with *Vale of Pickering*, National Power's new class 59 locomotive, named on the Friday before the open weekend.

Thanks are due to Middleton Chairman and VCT Volunteer Ian Smith (who got to wear both of his hats!), Robin and Marjorie Higgins, Terry Sykes, Bob Stott, Graham Bentley, Eric Wright, Peter Warburton, Ken Cook, Bill Black and Trevor England for their help at Drax, not forgetting John Reddyhoff for performing the necessary inspection of *Bellerophon* at Ingrow. [Your Secretary adds: there were also a total of seven Holroyds present, but not all at the same time; also three Copes, including fairly briefly Michael's 89 year old mother.]

*Copies of Vernon Smallwood's book "Bellerophon: Haydock to Haworth" are available price £2.40 including postage.*

## Bellerophon at Drax: a letter of appreciation and thanks

Ian Smith (a regular volunteer at our Ingrow Museum, also Middleton Railway Trust's Chairman) writes:

*As members will be aware, VCT had a major presence at the Drax Power Station Open weekend on 2/3 September. The "Chatham" and two Mets formed the train, with Middleton Railway Trust's 1310 and, undoubtedly the star of the show, Bellerophon, at each end.*

*The whole ensemble looked absolutely wonderful, a real "vintage" train, with the two small steam locos polished to perfection and working hard. Indeed the whole event turned out very well, with VCT and Middleton co-operating to provide the entire railway operation, plus two sales stands and, more importantly, staff to man them.*

*From being little more than a 3-D jigsaw puzzle in February, Bellerophon has arisen Phoenix-like to be a credit to those people who have worked so hard over the last few years in what can only be described as atrocious conditions that would not be out of place in a Dickensian novel! I had the pleasure of firing the loco for a while on the Saturday and she responded extremely well to all the demands made of her,*

*despite the obvious teething troubles one could expect after so extensive an overhaul.*

*I am sure members will agree that congratulations are due to Terry Sykes and the rest of the team for completing the overhaul in difficult circumstances to return our star loco to full health once more.*

*Ian Smith*

## Membership matters

Since the last *Newsletter*, the Trust's membership has further increased and now stands at a total of 577 Members. However, of these 31 have yet to renew. If you are one of these 31, you will find a final reminder notice enclosed with this edition of the *Newsletter*. We should of course be very pleased to receive your renewal (without which regrettably your Membership of the Trust will now lapse). If however for any reason you have decided not to renew, would you please tell us of this?

As always, our apologies to anyone to whom we have sent one of these "final reminder" notes in error: again, please let us know!

## Annual General Meeting

Yes, you have already received notification of our Annual General Meeting. This was included in the July edition of the *Newsletter*. However, there's a reminder about date and location at the very beginning of this present *Newsletter*.

Our Annual Meeting is the same day as that of the Railway, which will be held that evening at the Oxenhope Community Centre (a change of venue from last year).

Our own 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 held at 2.30 pm, sharp. As previously advised the Agenda for this Meeting is as follows:

- 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 received on or after 30th June will cover Membership up to 31st December of the following year" [Note: the proposal as it now stands has been slightly changed from that previously advised.]
- 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 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; Membership Secretary, Mr P Walton; Committee Members, Messrs K Cook, D Johnson, and J Pickles. Mr Whitfield resigned from the Committee on 16 July 1995, leaving a Vacancy. 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 [minor changes 25 September 1995].

## Sideways.....

Sideways Extension, that is! At the time of writing (September 25th) the Builders have virtually finished, the Plumbers have come and gone (leaving a fleet of four working toilets!) the Electricians are at work, the Plasterers start in two day's time, as do the fire alarm installation men. Emergency lighting requirements will be finalised this Thursday, to be put in hand very soon after then. The roller shutter doors are in hand. In other words, we are at last approaching completion.

Electricians? Fire alarm men? Emergency lighting? Pardon? One thing that perhaps we weren't fully prepared for was that if anyone builds anything these days the full splendour of all the Health & Safety and Fire Safety Regulations is unleashed. This would have applied even if (perhaps particularly if?) we

had built the whole of the Sideways Extension entirely by ourselves. Still, we seem to be coping reasonably well with all this, and completion is now only a very few weeks away.

Do come and see what we have achieved with our Museum's "Sideways" extension. We think you will like that which you will see. If you are able to make a supplementary gift to the Trust towards these and the other extra costs incurred, we should of course be delighted!

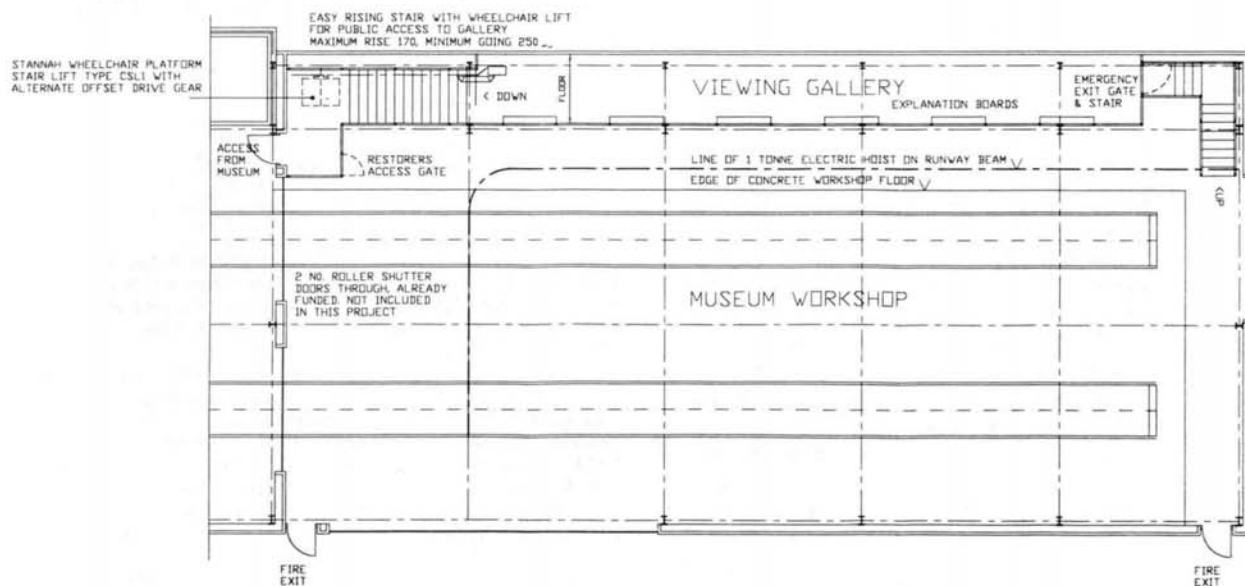
## ..... and Rearwards

We could describe our "Rearwards" Extension as now having reached the "advanced preliminary planning" stage.

Following a very helpful visit by Bradford Met's Access Officer, we have taken on board the need for good access for the disadvantaged. You will see from the preliminary plan reproduced below that this includes a stair lift to help access to a planned viewing gallery above the Workshop area. Not shown is a planned similar stair lift to give access to the central walkway in the existing part of the Museum, which as part of the whole scheme we would like to replace by a proper built full-width platform, so allowing access from here to both lines of coaches.

Also included is an inductive loop system covering the viewing gallery and the whole of the present area of the Museum, to help those of our visitors who are hearing impaired.

This planning work is of course preliminary to an application to the National Heritage Foundation for "Lottery" grant assistance. Submitting such an application is a major task in its own right. Not only the subject of the application but also the application's paperwork must be of the highest quality if we are to gain the financial support we know we deserve. We need to make sure that the Foundation agrees with us! Obviously, the Application we will make in due course will need to have the full backing of the Trust as a whole. To make sure that we ask for that which we really need and which fully satisfies our needs, if you have any comments or suggestions for improvements or changes in our present plans, would you please contact Jackie Cope?



Architect's preliminary drawing of our planned "Rearwards" Extension, September 1995.

## Bridging the VAT: and the Mayfield Clock

We have personally thanked all those involved: but we really must put on record the Trust's thanks to those who responded so kindly and so nobly to help with short-term loans to bridge our "building works" VAT payments, and to help purchase the Manchester Mayfield Station clock. In the event this latter was oversubscribed: but we will wait until the clock is in position, and until we know what the maintenance costs will be, before writing further to those concerned. In the meantime: once again, thank you!

## "Sir Berkeley"

We don't seem to have heard much lately of *Sir Berkeley*, who seems to have been overshadowed recently by the excitements of *Bellerophon's* return to steam. In the publicity stakes, next year *Sir Berkeley* could fight back with a vengeance! If present negotiations reach successful conclusion, *Sir Berkeley* could see operation at not one but two prestigious sites in the Netherlands. More details as and when available!

## Shops

The Shops continue to trade well and we are very grateful to the band of volunteers who help the Trust so much by looking after these every weekend, and in the case of Haworth also midweek in the Summer.

This work, plus the pricing of books, sorting of magazines, postal sales, buying of hardware etc. etc. is the unseen and unsung part of the Trust.

Are you in a position to join in this work, even if only occasionally? If so, please do contact us.

## Pullovers

Just a brief note to say that the VCT pullovers are selling well, and are still available. Long sleeved vee-neck, £16.70; vee-neck slipovers (no sleeves), £15.17; crew-neck sweatshirts, £14.40. There are a few pullovers and slipovers in Haworth VCT Shop; otherwise please write stating the size and style required. Please don't send any money at this stage.

## AJECTA

Our French twin's "Journée Vapeur" at the Longueville Depot has now taken place, and we look forward to receiving a report of this (s'il vous plait?).

A reminder that AJECTA's annual "Champagne Country" railtour for this year is planned for Sunday 26th November, from Paris to Epernay and return. There is (of course) provision for a leisurely lunch – by candlelight, in the "de Castellane" cellars, accompanied by champagne. And a bar on the train. The price is expected to be between 700 FF and 800 FF. Further information from the Provins Tourist Office: 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.

## Membership Survey

Our Chairman, Chris Smyth, has produced the Membership Survey you will find enclosed with this Newsletter. Please take a few moments to fill it in and then please post it back to Chris at his home address (which appears at the end of the Survey).

Your completing this survey and your comments and suggestions will be of considerable help to the Trust in planning its way forward into the next Century and beyond.



A lot more than a century separates *Bellerophon* and National Power's very new Class 59 *Vale of Pickering*, seen here at Drax Power Station  
Photo: Peter Warburton

Published by the Vintage Carriages Trust (Charity Registered in England No. 510776)  
c/o the Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ

Printed in England by Spot-On Print & Design, Keighley Business Centre, South Street, Keighley, West Yorkshire