

Vintage Carriages Trust

Members' Newsletter: July 1997

Some dates for your diary - please make a note of them now!!

Saturday 25th October 1997:

- **The VCT Annual General Meeting: 2 pm; at the Beeches Toby Hotel, Keighley**

You will find the formal Notice of this Meeting as an enclosure with this issue of the *Newsletter*.

As last year, this meeting will be preceded by lunch in the Beeches Restaurant. Last year several members took advantage of this pleasant pre-meeting get-together. Would you like to join us this year?

The Annual General Meeting of the Keighley & Worth Valley Railway Preservation Society will take place on the evening of that day (25th October) at a local venue yet to be announced.

To add to the enjoyment of that weekend: on

Sunday 26th October:

- **VCT Special Vintage Train on the Worth Valley Railway**

On behalf of our Trust, our Chairman Trevor England has extended an offer to the Worth Valley Railway of a Special Vintage Train to run on this Sunday, the day after both our and the Railway's Annual Meetings. The Railway is seeking the approval of the Railway Inspectorate for this train, which if (as we trust will be the case) permitted we hope will be enjoyed by members of both organisations. The train would be the unique combination of *Bellerophon*, East Coast Joint Stock coach No. 143, and the Manchester Sheffield & Lincolnshire coach, as used recently during the 'Keighley 150' celebrations (see below). We do however have to put in the proviso that (as well as the Inspectorate giving permission for this train to operate) this is subject to all being in full working order on the day. It is best to ring in advance to find the latest news of any event - especially ones which involve three vehicles which each are well over a hundred years old!

27th/28th September:

- **Middleton Railway Trust Gala Weekend**

All VCT members are invited not only to the Middleton Railway during its Gala Weekend of 27th/28th September but especially to a *special Barbecue Evening to be held on Saturday 27th September*. This is to celebrate the first public steaming after restoration of the Middleton Railway's locomotive *Matthew Murray No. 3* - formerly Manning Wardle No. 1601, *Arthur*. All being well, this locomotive will be joined by our *Sir Berkeley*; and all VCT members are cordially invited to join Middleton members and take the opportunity to ride behind these two historic locomotives. Earlier in the day the Lord Mayor of Leeds will visit the Middleton Railway when at least five of the Middleton locomotives and *Sir Berkeley* will be in steam. Further information will be available after September 1st from Ian Smith (Middleton Railway Trust Chairman, as well as a VCT volunteer worker) on 0113 271 1089.

In - At Last!

A recent session of photograph filing revealed one of Ingrow yard in 1988. This showed a wasteland of rubble, littered with interesting rusting locomotive boilers. 'Where was the Vintage Carriages Trust Museum?' asked a new recruit - answer: we hadn't started building at that time! It raised the daunting thought that the Trust has been building in one way or another since 1989! Our Newsletter of November 1992 says in its introduction: "*Once again, the Trust continues to make steady and positive progress you will find news of significant projects - in particular, our Museum Extension plans.*"

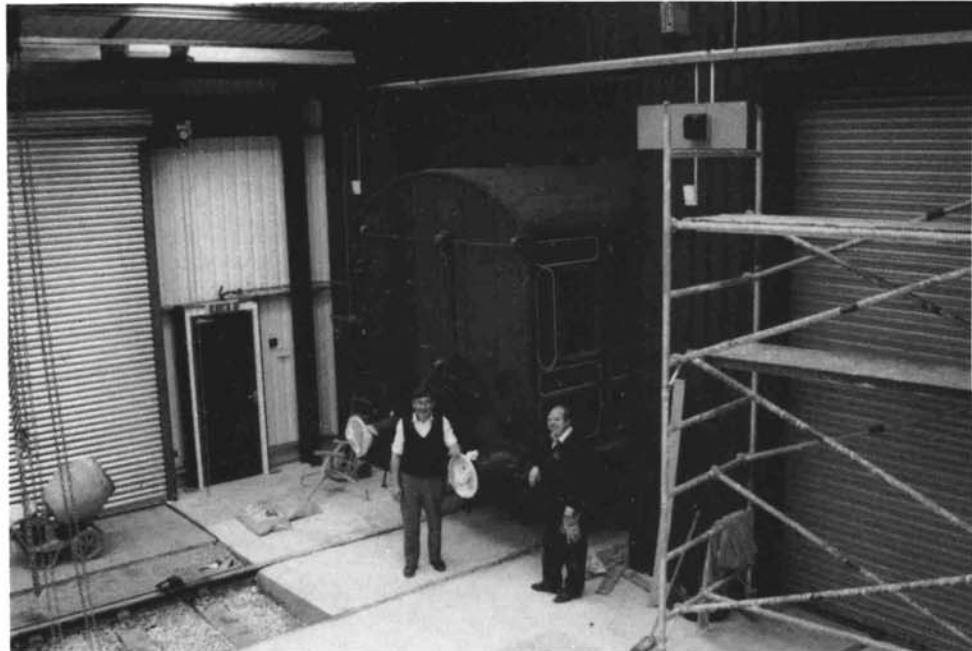
As we are now in the Summer (yes it is Summer) it is pleasing to be able to report that we are reaching the end of our latest stage of extensions. The actual building

of the workshop extension is complete and the central walkway which gives visitor access to the compartments of our carriages is in place. We continue to be grateful to the Heritage Lottery Fund and the Keighley Single Regeneration Budget Challenge Fund for their massive support of this project through grant aid. However we also realise that a tremendous amount of effort has been put into the project as represented by the work (counted as partnership funding) and the money of so many Members, friends and supporters.

We would like to extend a special thanks to the Worth Valley Railway Civil Department, for their efforts in sorting the finishing of the track laying into the new extension. As we saw them arrive with tools, chairs and the usual Civil Department air of determination we

realised we were soon to be able to move into the Workshop and it was a great Wednesday evening when the troops gathered to pinchbar the first coach into the extension. Nigel and Mary Ward arrived complete with camera to record this earth-shattering event. With this to be *the* photograph for the *Newsletter*, all put their shoulder to help push the First Class Metropolitan coach. It moved slowly a few feet into the workshop and then *stopped*. No amount of effort would get it beyond some

builders' concrete fouling the rail. This refused to yield to hammer and chisel and the whole exercise had to be abandoned. Not before Nigel had got his photograph, however. Finally it was on 2nd April that the Bulleid TSO E1469S was pushed into the workshop and so became the first coach to be *fully* into our new building!



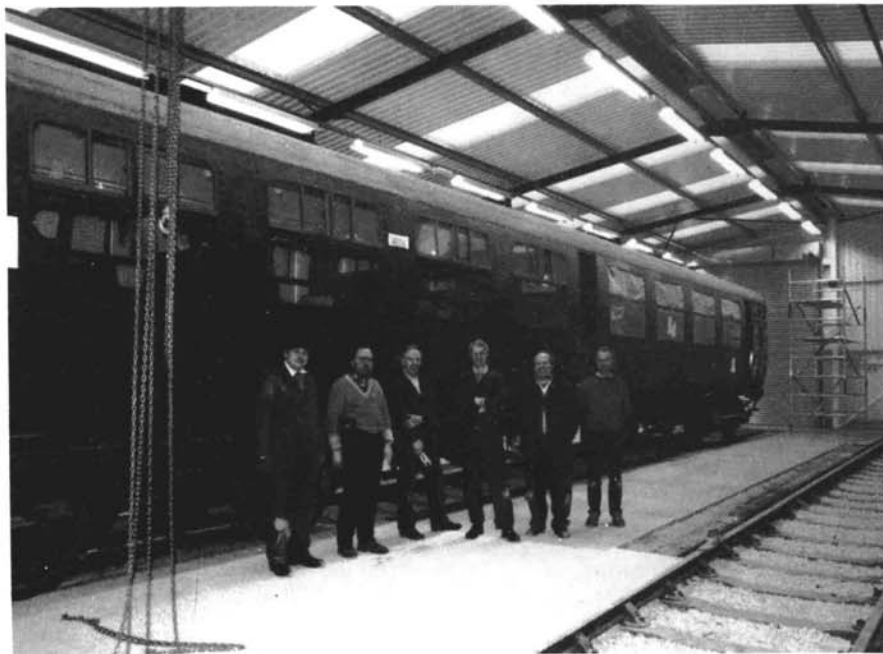
Failure..... The one that didn't succeed. Michael Cope, Trevor England admit defeat with the First Class Metropolitan Railway carriage - almost the first coach into the new Workshop

Photo: Nigel Ward

A certain amount of shunting and shuffling followed at a later date with the result that not one but two coaches are now in the workshop. These are the Bulleid (on the right hand road) and Great Northern 2856 on the Haggas side road.

It is with great satisfaction that we are now able to make progress with this latter coach knowing that it is now in a far safer and secure environment.

As we look at our new extension and other improvements which are slowly coming to fruition we realise that none of this could have happened without the support of members and friends - to all of whom: Thank You for making this further stage of our Carriage Museum possible!



Success..... Jim Pickles, John Wallis, Philip Walton, Graham Bentley, Trevor England and John Heaton with the Bulleid coach - the first coach *completely* into our new Workshop.

Moving on to news of the various facets of the work of the Trust in what has once again been a busy but enjoyable period:

**The Shops -
Keighley/Haworth/Museum**

This is taking the Shops in order of size! They are having a difficult time at the moment, entirely due to the volunteer situation. We are a small Trust yet we are trying to keep three retail outlets up and running every weekend. Jim Pickles has worked hard to try to sort the rostering. A member of the team leaves and suddenly we are in serious problems. We are pleased that yet another Dave has joined the Trust and the Roster and we welcome him. Dave Brooke had been a customer at our shop at Ingrow a number of times but was unaware that one could help with shops and museum and was pleased to join the team. If there are other Members out there who can help, please do ring either the Museum during the day on 01535 680425, or 01535 646472 in an evening. We will ensure that your name is put on the list!

Of course, a shop is no use if you have nothing to sell. Our stock of good-quality books is low at the moment; any contributions would be most welcome. Why not have a look through your collection for any items you might be prepared to give (or sell) to the Trust: we would be willing to collect if we can, but of course distance is a factor. We are also very interested in model railways - and please keep the magazines coming: particularly the very old or very new. (We do get a great number of 1970's and 1980's magazines which tend to swamp us if we are not careful.)

So: we need books, models, hardware, magazines and above all helpers - can you help, please?

By the way, the shop at the Museum has now added ice cream to the choc bars and cans of pop previously available. This facility is proving popular with museum visitors and staff alike. So next time you are passing pop in and try one. Your Honorary Curator's favourite ice cream is - Aero!!!!

The Museum

Our Hon. Curator, Jackie Cope, writes:

As reported above, there are now coaches in the workshop. The painters, electricians, concreters, and all other builders' men are *almost* clear. It is now that it is up to us. There is a workshop area, but there is a lot of work to be done to make it into a Workshop. Since the building of the 'Sideways Extension' our workshop has been temporarily in one of the storerooms. It is amazing what a mess [*pardon?! Michael!*] can be created in a workshop in twelve months when no-one has been really responsible for its organisation. It is a tribute to Peter Butcher and Dave Hemingway that they are not daunted by the task facing them in setting up our new

(and permanently tidy!?) Workshop. Peter is slowly but surely dividing off the areas in the workshop, and setting up the mechanical work area and tool store. Dave is assisting with the general sorting and with relocating the electrical store, moving shelving from the present magazine room and painting anything that is standing still - and several things that aren't!

Relocating the magazines downstairs will allow the upstairs room to be developed as a Members' Reference Library, an Office and a Committee Meeting room.

We are sure that the task can be visualised by anyone who has moved house recently or even cleaned out their garage. It is much to the credit of both Peter and Dave that they are determined it should start off neat and workable. It will be necessary for them to be fairly gritty with the volunteers around to make sure it stays that way!

The next move forward with the new Workshop is the installation of air pipework and an air compressor. We have been advised that we should aim towards a new compressor in the new workshop and will be acquiring this with the Lottery funding. We are pleased to report that we have been successful in gaining a Yorkshire & Humberside Museums Council 43% Grant towards the purchase of tools for use with this air system. There is no doubt that the use of air tools is much safer and more convenient for our volunteers than using conventional hand electric tools.

The pit which has been installed in the Workshop has already shown its value (see the MS&L report below). Moving to the other part of our project, in the main body of the Museum: those who look upward will see that all the original framework has now been painted Midland red and cream. The central walkway is now fully 'up and working', including the wheelchair lift. This was put into operation only last weekend and allowed a wheelchair user to view the carriage compartments and listen to the sound presentations at close quarters. It is now also possible to use neck-loops to augment hearing aids when walking around the museum.

Work is progressing on the display boards which will tell the story of our Collection in words and pictures. Graphic artist John Holroyd is producing some delightful line drawings which will provide a background to photographs and text.

As reported in the last *Newsletter*, we have acquired a number of display cases from the National Railway Museum as surplus to their requirements. We were pleased also to receive a Grant from the Yorkshire & Humberside Museums Council to help rebuild these and make them secure and safe. The glass of the cases has now been covered with a plastic safety film and special safety locks have been provided. This allows us to

display items which need protection from dust, ultraviolet light and above all sticky fingers.

Dave Hemingway has spent many hours over the past months working out how to set up these display cases using the maximum amount of the materials we acquired. The result is an excellent rake of display cases right down the Railway side of the Museum. Dave is now into the more mundane but very necessary job of painting them and making them look good before placing the glass fronts into the top half and the wooden doors into the bottom half. Meanwhile that well known electrical double act 'Wallis & Grommit' alias John Wallis (the fetch it man) and Philip Walton (the expert - or so we are led to believe!) are seeking to add to their triumphs in upgrading the Museum fluorescent lights. They are now working on ways of getting the fluorescent fittings in the new display cases to work. This may seem easy, but isn't; however the team is now winning

and we would hope that we will soon see displays in the cases. This will include an interesting display of model locomotives which will be kindly loaned to us by one of our members Dennis Jagger. He is seeking to display those which can be seen in full size on the Worth Valley Railway - it should make an interesting display.

The previous *Newsletter* did ask members if they had any special display which they could offer on loan to the Trust for use in these cases. The request is still on the table so give it a bit of thought. Books, paperwork, hardware, models - relating to our Collection and to our theme of 'passenger travel' - would be very much welcomed.

'Keighley 150'

It is 150 years since the railway came to Keighley. The impact of this on this small community back in 1847 cannot be underestimated. Graham Mitchell, Chairman of the Worth Valley Railway Preservation Society and himself a Keighley man has headed up a programme of events to celebrate the important date.

It was with great pleasure that VCT was able to offer to the Keighley 150 organisers a vintage train consisting of the MS&L and the East Coast Joint Stock coaches and *Bellerophon*, for use on 16th March last when the

opening day of 150 years ago was re-enacted.

The Lord Mayor of Bradford travelled from Keighley to Ingrow in a coach and four representing the old form of travel. At Ingrow he and his wife entered the first class compartment of our MS&L coach and along with other guests were transported to Keighley. A number of the guests were dressed for the occasion in early Victorian splendour, the Lord Mayor being in his full red robes and ermine. Ceremonies included the unveiling of a plaque at Keighley mainline



Very Important Occasion: the Lord Mayor and the Mayoress of Bradford; Mr Ralph Povey (President, K&WVRPS) and Mrs Povey; Robin Higgins (VCT's President) on the footplate and Trevor England in attendance as Guard - VCT's 'Keighley 150' train of 16th March 1997.

station and an excellent dramatic representation of the original opening by the 'Platform 4' drama group from the NRM, and were followed by the guests departing on the horse-drawn coach for a lunch at the Beeches Hotel, again echoing the events of the day 150 years ago.

For VCT members however the best part was yet to come as there now followed a rare occasion when we could actually travel in two of our coaches pulled by our locomotive for a round trip on the Worth Valley Railway. Special permission from the Railway Inspectorate had been gained for this by the Railway. It was with great pride that your Chairman Trevor England (wearing Mr Mitchell's guards cap as seen in 'The Railway Children'!) guarded a train made up entirely of his own Trust's Collection. The Secretary and Treasurer cum Hon. Curator were joined by a number of Trust members who had read of the event in the last *Newsletter*. All were equally pleased to ride to Oxenhope and back in the coaches.

The Victorian attire of your Officers was much admired (and provided good insulation on this rather chilly and windy day). The weather did not however quell the enjoyment of the day and it is with this in mind that our Chairman has made the offer of a similar train in October (see Dairy dates above).

A letter from VCT Member Michael Todd offers his congratulation to all concerned in the day.

"Dear VCT,

I felt that I must write to tell you how much my wife, my daughter and myself enjoyed the events of March 16th. The highlight of the afternoon was undoubtedly the ride up the branch in first class luxury (a necessity due to the condition of my wife's back) accompanied by such genial and knowledgeable travelling companions. I regret I didn't exchange names..... We are not 'active' members of the VCT and we are conscious that many people gave a lot of their time to organise the events and we would like to express our appreciation of their efforts. I think that everyone involved is to be congratulated for a day which was 'spectacular' in the fullest sense of the word, the only thing missing was the sun!"

Locomotive News

Bellerophon

Following his appearance at the 'Keighley 150' event, *Bellerophon* saw further duties on the Worth Valley Railway during the May Day "Back to the Past with the Railway Children" weekend. I am sure many of our older readers will sympathise with the aches and pains then experienced by the old loco which necessitated quite a bit of work by Terry Sykes, ably assisted by mid-week volunteers in Haworth yard - our thanks go to them for their help with this eleventh-hour job.

Great age as well as bringing aches and pains does however also bring fame, and *Bellerophon* has now travelled to the Kent & East Sussex Railway at

Tenterden to meet his southern based fans. It was planned to steam *Bellerophon*, hauling a vintage train, on Wednesdays and weekends in June and July, also during August on Fridays and Saturdays from the 1st to the 16th, plus Sunday 24th and Monday 25th.

Our Trustee Paul Holroyd was enjoying a lovely ride behind the engine during the first weekend of its steamings in June. His companion from the Kent & East Sussex was extolling the virtues of the old engine when all of a sudden... scrunch.... and the train ground to halt. A cylinder drain valve had fallen off (and was later found on the track). Another engine came to the rescue of both passengers and engine - it all sounded a bit like an episode from 'Thomas the Tank Engine', without the background music! Following a later similar incident, repairs are in hand; but this does emphasise the wisdom of checking before visiting. If you wish to see *Bellerophon* in action on the Kent & East Sussex Railway, you are strongly advised to ring that Railway before setting off! Their number is 01580 765155. Like any other extremely old object, *Bellerophon* does grind to a halt from time to time!

Sir Berkeley

We are delighted to report the continuing co-operation between the VCT and the Middleton Railway by which our friends on the Middleton are pleased to look after and to stable *Sir Berkeley*, a little gem of a Leeds-built engine. *Sir Berkeley* has unfortunately seen very little use on the Worth Valley Railway since its restoration; this is of course partly due to its diminutive size. *Sir Berkeley* does however fit perfectly into the Middleton scene and we are hopeful of continuing and regularising our agreement with them.



Another complete Vintage Carriages Trust train:
Sir Berkeley and the just-painted Metropolitan brake at Sheringham, North Norfolk Railway.
Photo: Paul Holroyd

It has been suggested that the locomotive would find more employment in the winter months if it was fitted with steam heating equipment and a detachable cab in place of the present weatherboard. The cab would not be of the Cranford variety, but more in keeping with a graceful Manning Wardle. Any comments?

As reported in our last *Newsletter*, *Sir Berkeley* spent late April to Mid May of this year at the North Norfolk Railway at Sheringham. Both veterans were a main feature of that Railway's Victorian Weekend, which saw re-enactment of the Railway's opening by staff suitably attired in period costume. Warnings were given to the passengers: 'Pray do not be alarmed, but this conveyance travels at more than ten miles an hour. You will notice that the company provides blinds at the windows in case the ladies need to adjust their stays'! The locals joined in the fun, with Sheringham main street packed with people in Victorian costume and delights such as skittles, roll-a-penny, street organs and coconut shys adding to a hugely enjoyed day. Our locomotive behaved himself (thank goodness) and we gained some very nice photographs in the railway press as well.

Following these triumphs, *Sir B* returned to Middleton where it will stay until mid-July. It will then return to East Anglia, this time to the *Mid* Norfolk Railway. After many years of hard preparatory work, the Mid Norfolk is about to launch steam-hauled passenger services from Dereham railway station, this being on 26th July. We are extremely pleased that *Sir Berkeley* will be used for this great event.

Initially, trains are planned to operate between Dereham and Yaxham, a distance of two miles. There are three level crossings in this section of the track. The next phase will be the progressive re-opening of the line in stages: Yaxham, Thuxton, Hardingham, Kimberley Park and finally Wymondham. We wish the Mid Norfolk railway well with its plans and look forward to *Sir B* being part of the very first stage of their public operation.

Again, *please* check if you want to visit by first finding out the latest situation by telephoning Dereham Station on 01362 690 633 (this is a recorded announcement when the station is unstaffed).

Visitors travelling by car should go to Dereham Station where there is ample car parking: there is NO car parking facility at Yaxham.

Lord Mayor

No, we are not planning to restore this locomotive just yet - but perhaps some day. However we do know that as it stands in the Museum at Ingrow our visitors, both young and young at heart, love to stand on the footplate of this little loco and 'dream steam'. It is with this in mind that we are improving access by providing purpose-made steps up to *Lord Mayor's* footplate.

Carriage News

Our **MS&L** coach has, as reported above, been out and about on the Worth Valley Railway. This 'Jewel in our Collection Crown' is of course treated with great care on this sort of occasion. Necessary preliminary work prior to this occasion included changing a brake cylinder, this being attended to by Chairman Trevor England, Secretary Michael Cope and Member Paul Brown. In the near future this coach may once again be involved in a major film - watch this space!

The East Coast Joint Stock coach has recently had an interesting part in a BBC TV Screen Two adaptation of Wilkie Collin's 'The Woman in White'. This film stars Tara Fitzgerald, Simon Callow and Ian Richardson in this classic thriller, first published in 1859.

The coach left by road for its long journey south to the Nene Valley Railway, where the filming took place. Paul Holroyd took his family along to a filming day to keep an eye on our coach. He reports on a fairly typical filming session: "The train assembled for filming comprised a 12 ton van, cattle wagon B891988, and our ECJS stock, all hauled by an anonymous Hunslet 0-6-0ST. At 5.50 pm the stock was shunted from one platform to another. 6.30 saw dinner served - roast beef with all the trimmings and sponge pudding with custard or ice cream. (You don't starve on a film set - well, not normally!) Then the serious work started. 'Can we keep the window open in this position?' 'Can we put cables through here?' 'Why won't this door shut?' 'Is it OK to clamp this on here if we use some foam to stop the clamp scratching or denting?' The actual filming takes place in the compartment next to the guard's brake. 7.56 pm, and the static rehearsal. And finally at 8.15 the train sets off. After to-ing and fro-ing several times, the train reversed back to Wansford, arriving at 8.59 pm. Wansford Station has been made ready by the construction crew. Two brief sequences with one of the actors (Andrew Lincoln as Walter Hartright) boarding and alighting from the train and a further sound-only of the train pulling out of the station; then everyone called it a day. It was now well after 11.00 pm."

After all that activity the carriage returned to the relative quiet of the Museum on 4th June.

The three **Metropolitan Railway** coaches are now all displayed in a row in the Museum. Thomas the Tank Engine weekends on the Railway saw *Annie* and *Claravel* - alias the Met Brake and the Nine Compartment Met - down at Keighley. The Brake is of course now looking very different, since its re-paint whilst at the North Norfolk Railway. The great amount of research which went into the colour of the coach (see last *Newsletter*) has resulted in quite a contrast when compared with the Nine Compartment coach, confirming it to be almost certainly incorrect. Now we have such a good finish on the Brake it would be nice to see the numbering and lettering in place. The Committee has asked this coach's Caretaker, John

Heaton, to see if our old friend Bob Timmins can attend to this when next he is within reach of Yorkshire.

There are no real signs of activity on our **Southern Railway Bulleid coach** at the moment. The efforts which are having to be put into re-ordering the Museum and its new Workshop, and the Insurance claim for GN No. 2856 (see below), leave little time for the Bulleid at the moment. It is however so good to see the coach in the workshop, which (once the building is sorted) will provide the ideal setting for further work to continue. Also very recently we were delighted to welcome back Tom Poviliatis and his family after a period in Florida; Tom hopes to continue his work on the Bulleid in the very near future.

The **South East & Chatham 'Matchboard' Brake** is being well looked after by caretaker Paul Kirkup. Having attended to the varnishing of the interior cills he has now turned his attention to the gutter seal on the outside. This fairly tedious job has now been completed with a little help from a few passing colleagues.

Great Northern Brake No. 2856: following the sad news in the last *Newsletter* of the arson attack on this coach whilst stored at Keighley, there is now much brighter and more positive news. Obviously the main thing is that the coach is now safely into the Workshop Extension. It is such a pity that the vandalism beat us to it by only a few weeks, but that's life!

This coach's future restoration plans split conveniently into two parts.

The first is to attend to the fire damage, which (very fortunately) is covered by insurance. Here, the main damage was at the Guard's brake end, extending to the adjacent (former First Class) compartment. However, smoke damage and heat damage to glass and to the ceiling panels spread throughout the coach. Fortunately, beyond the Guard's brake area there is otherwise virtually no structural damage and the whole coach most certainly remains a viable restoration project. We have now gathered together all the necessary estimates covering the cost of repairs - totalling well over £10,000 - and will doubtless be in deep discussion with the Assessors and our Insurers in the near future.

The second part is the 'everything else' full restoration of the coach. There's quite a lot of preliminary work yet to do here, in particular in deciding on (and in pricing) just what we should do to replicate the seating within the two First Class and the two Third Class compartments. Other 'problem areas' include the two toilet compartments, especially as to just where the water tanks were (it's by no means obvious!), and to decide precisely how to tackle the modest amount of work that is necessary on the underframe and running gear. Further people wishing to help in sorting all this out would be made most welcome - if this interests you, please contact Dave Johnson or Michael Cope.

The insurance claim should cover making good the arson damage. We will (of course) have to finance all

the other restoration work ourselves. We will be making an application to the Science Museum's PRISM Fund (the Fund for the Preservation and Restoration of Industrial & Scientific Material) - this Fund helped us with the costs of transferring the coach from the North Yorkshire Moors Railway, and may be prepared to help financially towards the restoration costs. Even if successful, we will still need to find rather a lot of money: which is why we will now have a heading:

Great Northern Railway Coach 2856 Project: Financial Support. We will need financial support from Members and from Friends! *All who would like to offer support specifically to this project would be very welcome. Please send any donations (cheque/PO payable to 'VCT') indicating in a covering note that it is specifically for the 2856 Project to the Secretary, VCT, The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.* Your support here will make all the difference - and we would like to start *soon!*

In the midst of all the above activity we must thank our mid-week team for their continued support in so many areas. Peter Butcher's special interest in archives and libraries, Dave Hemingway's work on the display cases and in many other areas not least magazine sorting and Bob Stott's attention to the shop - this inadequately covers the many interests they all have in the Trust's activities. I am sure that like the rest of us they will be pleased when all the sorting and shuffling is over and we can get back to conserving, restoring and displaying our Collection.

We need to add a number of other names to the list of those who make sure that the Museum is 'open and ticking' every day of the year (except Christmas Day and Boxing Day). If you were not aware of this daily opening, please do note it; and above all make sure that others know it! We find that we have many regulars who use our shop (especially the book and magazine stacks) as a place to visit regularly during the week all the year round. We would hope that once we are fully sorted there will be those who look at the Museum as a port of call to use the Library as well.

The use of the word "ticking" in the last paragraph brought to mind the **Mayfield Clock**. 'That's a lovely clock - look at it: looks like a *real* clock, does that' - an overheard conversation between two Worth Valley Locomotive Department members resting between 'Thomas' demonstrations. Those of our members who had a special interest in this clock will be delighted and probably amazed to learn that work on it is *finally and completely finished*. Peter Butcher has positioned the glass front into the case in the shop so that it is possible to see the mechanism in action, at the same time protecting it from dust and prying fingers. If you do have the clock as a special interest, please let us know if you are likely to be visiting the museum as we would like to ensure that Peter and other Trust representatives are around to give you the 'Clock Tour'!

The 'Usual Notices'

Charities Aid Foundation (CAF) 'Give as You Earn' Scheme: those who take part in this scheme can make one-off or regular gifts to the Trust by quoting 'Vintage Carriages Trust' and our registration Number 00230500 on your Choice Form or Coupon.

Data Protection Act: All Trust Membership records are kept on a Computer. These are *not* made available to any outside bodies. If nevertheless any member does not wish their records to be kept in this way, please contact the Secretary.

'**The Ingrow Can Crushers Club**' continues to need *aluminium* (not steel, please) cans not just to crush but also to use as a valuable source of revenue. Keep them coming!

Working Sessions

First and Third Wednesday Evenings; also Saturdays and Sundays. If you can get to any of the evening sessions, you would be very welcome. Some skill is handy but by no means necessary. If you can offer some time on Saturdays or Sundays, please phone either Michael Cope (01535 646472) or Bob Stott at the museum (01535 680425) to let either know you would like to help.

Shops Rostering Officer Jim Pickles would also be very pleased if you are able to lend a hand at our Haworth or Keighley shops, weekends 12 noon to 5 pm: please phone him on 01535 603379.

Twin Happenings

Philippe Tolstoff, Treasurer of our 'Twinned' body AJECTA (based at Longueville, France) recently wrote to our Secretary. He complimented us on our progress with our Extension (thank you for your kind words, Philippe!); outlined their June railtour programme (unfortunately, too late for inclusion in the previous Newsletter); and wrote of changes in AJECTA's management. These include that AJECTA's President [more or less equivalent to a British 'Chairman'] Daniel Fayolle has had to step down, for business reasons, and that Christian Cormier has now been elected to this post. Christian Cormier is an SNCF locomotive driver - so for the first time AJECTA is now led by a 'true professional Railwayman!'.

Philippe then continued:

"And now to reply to the question raised in your December Newsletter relating to our *Champagne Express*. We feel that the opinion expressed by Mr Richard Pegler, as reported in your edition of March 1997, quite well reflects the truth of the situation, the difference being that we do not share his conclusion. We are in effect in agreement with Mr Pegler when he says that the railtours of AJECTA are before everything else planned for the general public rather than for railfans. This corresponds to a decision that we made long ago. Shortly after our first excursions on SNCF metals, we realised that the 'railfan' market was too narrow to guarantee sufficient customers for our trains. One must remember that railway enthusiasts are much less numerous here than in England and that we face strong competition. It is thus that we decided to turn towards the general public, adapting our services to the specific needs of this clientele. Over the years the results have confirmed that we made the correct choice, to such an extent that we are now happy to have a useful number of regular customers.

Now to come to Mr Pegler's conclusion concerning the objectives of our excursion: please permit us to correct this to read: '*our Steam Excursions are intended to be first Old Time train rides - enjoyable as such - with destination entertainments conceived as a bonus....*' As you will see, this order of priorities is reversed by comparison with those as reported in your Newsletter.

To share with our clients the pleasure of travelling in the comfort of

a Grand Express of the 1930's - that is our principal objective.

It is from this viewpoint that, since we arrived at the Longueville Depot in 1971, we began to preserve and restore vehicles from the Compagnie des Wagons-Lits (CIWL) and that we have continued with this work to the present day. Two of these vehicles are currently in service on our trains, adding a certain touch of luxury very much appreciated by our travellers. (These are 'Blue Train' Restaurant Car No. 4207 and Pullman Car 'Côte d'Azur' No. 4155.) The general public's demand for a de-luxe service at reasonable prices appeared to us to be sufficiently important for us in 1992 to plan an ambitious programme of Pullman Car restoration. Put into operation in 1994, this programme includes 'Golden Arrow' Pullman Cars 4038 and 4024 as well as CIWL Baggage Car No. 1270. The total cost of this work is estimated at almost two million Francs [about £220,000], of which 85% is financed by grants from the State and from local authorities.

This work will extend to about the year 2000 and is split into two phases. The first phase is concerned with exterior work - bodywork and painting - and will be sub-let to a private contractor. The second is concerned with interior restoration and improvement work and with the exception of marquetry will be attended to by a small team of AJECTA Members.

At the present time, the following work has taken place on the three vehicles:

Pullman No. 4038: This is the first Pullman acquired by AJECTA, from CIWL in 1971. This vehicle was the first to be sent to the Orval workshops (in the centre of France) for a complete external overhaul and repaint, in September 1994. With its return to Longueville in November 1995, AJECTA's team has been working since then to restore the interior. Note again that this vehicle is to be restored to its original condition as a First Class Pullman Saloon, even though it was converted to a Restaurant/Bar Car by CIWL in the 1930's.

Pullman No. 4024: Built in Birmingham, UK, by the Midland Railway Carriage & Wagon Company in 1926, this vehicle had been in a derelict state when purchased from the SNCF, where for several years it had served as a Mess Van for permanent way workers. Bearing in mind the generally bad state of this vehicle, restoring No. 4024 has become very nearly a reconstruction and is taking a lot of time. After more than a year of preliminary work by the Association, in December 1996 it was sent to our Sub-Contractor for the full restoration of the body shell and the chassis. This work will be completed shortly and painting will follow very soon.

As for the **CIWL Baggage Car No. 1270:** its bogies are no longer acceptable to the SNCF. We have had to replace them by others which are still of an acceptable pattern. These are currently being rebuilt at the SNCF Workshops at Romilly sur Seine, near to Troyes. When this work is completed the bogies will go back under this Baggage Car which will then go to rejoin Pullman No. 4024 at the Orval Workshops. We anticipate that these two vehicles will return to Longueville in the late Autumn. There is a lot of work then in prospect!

Knowing that this subject is of interest to you, as preservationists of elderly vehicles, I will continue to keep you advised on the evolution of our 'grand chantier *Pullman*.'"

Thank you, Philippe, for this interesting report of the work which our twin body AJECTA is progressing.

We congratulate you; and hope to hear more of progress made - for a future edition of this Newsletter, please?

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