



# Vintage Carriages Trust

## Members' Newsletter: May 2000

### VCT Summer Outing: "Strawberry Special"

Saturday evening, 15<sup>th</sup> July, at 6.30 pm

All VCT Members are invited to join this Summer evening outing on the Embsay & Bolton Abbey Railway. Travel the line in an award-winning Victorian carriage. Strawberries and cream served on the journey, with wine and cordials at Bolton Abbey Station.

**Special Offer to VCT Members: £1 OFF the normal price (of £9.50): £8.50, all in.**

Minibus transport will be available from Haworth Station Car Park at 5.45 pm; pay on the day.

The outing and the minibus (if required) *must* be booked in advance – see the enclosed **Booking Form**.

This Summer Outing gives an opportunity to travel in the luxury of Stephen Middleton's beautifully-restored award-winning Great Eastern Railway coaches Nos. 14 (built in 1889) and No. 37 (built in 1897).

### Whoops: our omission!

The last *Newsletter* (December 1999) reported that the Annual Meeting had come and gone and "we enclose a copy of the Minutes". Only one member has so far written asking where these minutes had got to, so either nobody reads the *Newsletter* (which we know isn't true!) or most were glad not to add to the mass of paperwork in their home. Anyway, there is no getting away from them – yes, we *did* forget: and yes, they *are* enclosed with this edition of the *Newsletter*!

### Advance Notice

Our **Annual Meeting** for this year will be held at our Museum on the afternoon of **Saturday 28<sup>th</sup> October 2000**. This is the same day as the Worth Valley Railway's Annual Meeting, to be held that evening. As previously we will have a VCT lunch at a local restaurant prior to our meeting. More details will be in the next *Newsletter*.

### Outstanding Subscriptions

We are now almost half way through the year 2000, and in only a very few envelopes (we are pleased to note) is a *subscription final reminder* for this year. We would be sorry to lose you: so if you are one of those with one of these reminders *please* use the form to ensure you are still a paid-up member. If you find a form and think you have paid do contact our Membership Secretary, Bob Stevenson, at the VCT address. He will make every effort to sort out any problems. We are grateful to those who have renewed and also to those who have made such generous donations towards the costs of restoring Great Northern Coach No. 2856. We can assure you that the coach needs every penny of these donations to reach what we intend to be a superb standard of restoration – albeit externally only at the present stage! (Progress with this restoration project is reported later in this *Newsletter*.)

### Congratulations

We open this *Newsletter* by congratulating our Vice Chairman (and Caretaker of Great Northern Coach No. 2856) Paul Kirkup on his forthcoming marriage, on June 2<sup>nd</sup>. We offer the Trust's very best wishes to Helen and Paul.

Congratulations go also to the Worth Valley Railway on receiving news of a Heritage Lottery Fund grant of £599,000 towards the reorganisation of Oxenhope. This is for trackwork, upgrading buildings and providing new Dutch-barn undercover accommodation for the Railway's coaches.

As a Trust concerned with railway carriage restoration, we are pleased that the Railway has sought to address the problem of coaches stored outside in all weathers and open to

vandalism. As long-standing members will know this was the Trust's concern way back in 1988 when our coaches were standing out at Oxenhope or using much-needed space in the Railway's workshop. That was when we started work at Ingrow and the result is something we are very proud to own.

The Worth Valley Railway has the problem of storing items large and small whilst the project is progressing. This will result in an extremely full Ingrow Yard and perhaps some interesting small exhibits on loan to VCT within our Museum at Ingrow. VCT will seek to help the project in any way it can. Our plans for "*Bellerophon*" during this time are outlined later in this *Newsletter*.

*Meanwhile, our Trust has not been standing still. We have news in this Newsletter of: The new name for the Museum – "The Museum of Rail Travel": New posters, and new Leaflets: New access facilities in the Museum: New joint ticketing arrangements: New pastures for "Bellerophon": New Agreement signed for "Sir Berkeley": Latest news about the Museum, the Great Northern coach and the Bulleid: More news about the Scammell – and much, much more. So: read on!*

### ***Paul Holroyd takes up the story of the new name and describes his (and Graham's) efforts to publicise it:***

"Just before Christmas it was pointed out to us that we now have far more to see than just carriages in the museum – we have also a working model layout, a collection of models, tableware on loan from the National Railway Museum, posters, and our video and sound presentations. Accordingly, we have decided to re-launch ourselves as the Vintage Carriages Trust MUSEUM OF RAIL TRAVEL, with an updated leaflet and poster (now including our Internet website details).

Taking advantage of the February half-term holiday, I with my young son Graham decided to spend some time distributing these new leaflets to hotels, libraries, etc. in the Keighley and Haworth area. We live in the Essex commuter belt on the Southend to London Liverpool Street line, on which all trains are formed of Class 321 electric multiple units. A few days travelling in West Yorkshire therefore offers much greater variety, as well as helping VCT into the bargain. We collected some of the new leaflets and posters from the Museum before visiting my mum in Gomersal. The local station at Cleckheaton Spen having closed in January 1953, and Cleckheaton Central having succumbed to Dr Beeching in June 1965, this means travelling by bus (something we very rarely have an opportunity to do in Essex) to either Leeds or Bradford. Where to first? Bradford, where we are immediately able to leave some leaflets in the Metro Information Office at the Interchange. Armed with some ready-addressed packs, our next port of call is the Stakis Hotel, then it's up the hill to the Tourist Information Centre in the Central Library. Coming past the Odeon and Alhambra we go to the Kirkgate Arndale Centre – they used to have two of our posters on display, but they have vanished so we'd better leave one of the new ones. Then it's down the hill to the Midland Hotel, before popping next door for our first train ride, from Forster Square on a class 308 slam-door EMU (due to be replaced from October by the new Siemens-built Class 333 EMUs). Arriving in Leeds we are able to visit several hotels and both the Metro and the Keighley & District Information offices at Leeds bus station. Then it's back to the railway station for a Class 158 to Todmorden, where we visit the TIC and the Library. A Class 156 forms the service to Hebden Bridge, where

we do the rounds of hotels and the library. More variety – a Class 155 back to Halifax. Having left our mark in Halifax we then have a Metro-liveried 158 to Bradford Interchange.

Day Two brings a double-decker bus ride to Huddersfield. Graham manages to fall downstairs but happily isn't hurt. Leaving leaflets in the bus station, George Hotel and TIC we then board another double-decker for the trip to Holmfirth, which even in February is bustling with tourists. Back to Huddersfield for a Class 158 to Leeds, then a Class 142 to Pontefract Museum. More variety with a class 153 single-car via Featherstone to Wakefield, where we leave leaflets at the shopping centre, library, TIC and hotels. Yet more variety with a Class 144 back to Leeds and another slam door 308 to Saltaire for a visit to Mick Leak at the Shipley Glen Cable Tramway (where Mick very kindly provides a mug of tea).

Day Three. Time for a trip on the Worth Valley Railway. We alight at Haworth on the return trip as Jackie has given us a bundle of pre-addressed envelopes for the hotels and guesthouses of Haworth. Then it's back to the Museum. There is a call from Jackie. Can we sort 2,000 leaflets into bundles of 100 each for distribution via the Yorkshire Tourist Board? Job done, then there's just time to catch a train from Keighley to Bingley where we visit the Library (complete with models on display on the ground floor). We try to plug our Internet site when we visit libraries – the Librarian at Cleckheaton is amazed when we mention we have over 2,000 photos and 3,300 pages on the carriage database.

Then all too quickly school half term is over and it's back to Essex – calling in on the way at Rutland Railway Museum and the Nene Valley Railway, to drop off a few leaflets."

*Paul and Graham's adventures are mirrored by others who have delivered leaflets around and about as they go about their daily routine. Sometimes they find someone else has got there first (our system is not infallible!), but this is better than never having been there at all. If you can join the fun please contact us and we will ensure that you get some leaflets and check whether someone may have been there before you. Do give us a call.*

### **Tape/Slide Presentation**

The new name of the Ingrow building has also had another spin-off. As Paul says above, there is much to see in the Museum now and we feel many do not get the best value out of their visit unless they are guided and have things pointed out to them. This is not of course always possible and it is for this reason that we decided to use some of the money which we won from the ADAPT Trust two years ago to provide a short sound tape introduction to the Museum which could be listened to on a "Walkman" as the visitor goes around the Museum. Chris Ford, the Senior Education Officer at the National Railway Museum and known to many who visit the Railway as one half of the "Platform Four" drama group, agreed to take up the challenge of preparing a short taped introductory presentation. The resultant seventeen-minute tape is a wonderful overview of our display. It is so good that as Chris and his colleagues

introduce the verbal description various mental pictures came to mind. We then thought: why not match the tape to a series of slides and produce an audio-visual display? At that point John Holroyd (known to many for his graphic and other illustrative work for the Trust and the Railway over many years), and our technically-minded member Martyn Cleaver got together with Jackie Cope. Drawing on John's and the Trust's vast collection of slides, a tape/slide presentation can now be viewed on five monitors simultaneously as the visitor progresses down the first aisle of the Museum. Trains and carriages, seagulls and marching bands, seaside scenes and trespass plates, carriage prints and country scenes combine to tell the story of "rail travel". The tape on its own and/or the tape/slide presentation sharpen awareness of what the Museum has on offer, if only you know what to look for.

### **Day Rover ticket offer**

A major joint initiative also concerning our Museum at Ingrow is "Free Entry with the Worth Valley Day Rover Ticket". Visitors to the Railway purchasing a Day Rover or Family Day Rover ticket now gain also free admission to our Museum and so are encouraged to see *all* that is on offer. The Railway benefits by keeping the visitors on the Railway, VCT benefits by getting more people to venture down Ingrow Yard to see what we are all about and finding an interesting and informative Museum – and *both* benefit financially. Further, the Trust is now able to sell Worth Valley Day Rover

and Full Line Tickets at the Shop at Ingrow. As neither ticket is restricted to the day of purchase, it will be possible to visit the Museum during the week when the Railway is not open (we are open every day) and return to ride on the Railway at a later date when the Railway is open.

Both parties hope that we will see good benefits from this co-operation. We are volunteers in an increasingly commercial world and we must continue to seek to find ways of making it possible to pursue and enjoy our hobby and at the same time ensure it remains a commercial success.

## Locomotive News:

### Bellerophon

Mark Astley, as *Bellerophon's* Caretaker, has spent many happy (?) hours over the past months with *Bellerophon* bringing it up to good working order. He writes of his experience working on the old locomotive:

*"Looking after all old locomotives is very different from their modern counterparts and "Bellerophon" is certainly different from any other loco I have worked on in the past. I sometimes feel that Richard Evans the builder is looking down on me and having a good laugh. I have spent the winter months around Haworth and the locomotive checking on lubrication and the sand pipe work and checking all underneath the loco for signs of wear and tear. It is necessary to ensure that the tyres and flanges are in good condition and that all the nuts and bolts are tight and split pins and cotters are in place. One task was washing out the boiler, and I was very pleased that Nick Garthwaite (VCT working member) and my own son Jason were there to assist with this task. It is a great job for anyone who fancies a cold dip on a winter Sunday morning! Two new working members, Dave and Mike from Pocklington, were a great help in painting the smoke-box and motion. The old girl looks really smart now."*

Mark is the first to acknowledge his indebtedness to many in the Worth Valley's loco department for their assistance, and particularly Ralph Ingham for his help in steaming the locomotive during the familiarisation visit of the Dutch locomotive men from Haaksbergen. Mark felt they left feeling confident they would be able to oversee operations on *Bellerophon's* forthcoming visit to their Railway. We were all very pleased that Terry Sykes was able to spend some time with the locomotive with which he has been so involved over the years. He was able to finally (we hope) sort the Gresham Brake applicator which has been a source of concern. This part nevertheless gave what we hope was its final piece of trouble in the first steam test, cured by Mark again stripping down the piston, cleaning, slightly altering and re-assembling, and on the second test all went well. We thank the Emsay & Bolton Abbey Railway for the loan of a similar part over the past few years. *Bellerophon* wouldn't have been able to function without their co-operation.

A large, very clean and extremely efficient Dutch low-loader arrived at Ingrow on April 11<sup>th</sup> via the Hull Ferry and as *Bellerophon* was loaded and set off up the yard on its journey into Europe a sad locomotive caretaker waved it good-bye. The locomotive's first port of call was the Stoomcentrum

*"Following a successful steam test on Friday 28<sup>th</sup> May, the loco performed faultlessly throughout the weekend. The loco ran to Balgerhoeke, the half-way point of the line, double-heading with resident Avonside 0-4-0ST "Fred", creating much interest as a result. Certainly, the photographers were out in force for the loco's runs!*

*When not hauling the train, "Bellerophon" was on display at Maldegem, where she was again the centre of attention and much admired by the crowds.*

*The loco was crewed by a mixture of Belgian and British enginemen, with myself and Trevor England acting as VCT representatives. Saturday 29<sup>th</sup> April saw myself and Trevor as crew, with Stefaan as "Pilotman" and 16-year old Frederick as fireman. Young Frederick is a credit to the Stoomcentrum's "youth policy" since, at only 16, he can fire any locomotive Maldegem can offer, including "Bellerophon". He also surprised Trevor by driving their road/rail crane in order to coal our loco!*

*On Sunday, our loco had a Belgian crew, Stefaan again, with Hendrik as fireman and our Trev. Having decided to fire the loco on one occasion, Trevor proceeded to continue from where he left off 25 years ago. In those far off days, Trevor fired 92220 "Evening Star" and proceeded to run out of steam, light engine! Nothing if not consistent, he proceeded to do just the same with "Bellerophon"!! To be fair, the loco was ordered out of Maldegem earlier than scheduled, when not fully prepared and Trevor rightly took the view that if she ran out of steam half way, it would be better than staying put and risking losing our "path".*

*Whilst this was happening, I was stranded at Eeklo on "Fred". My young fireman, Christopher, son of Maldegem CME Kevin Hoggett, showed his initiative by going into a supermarket, buying bread, eggs and lard, then getting me to fry eggs on the shovel! My driver was Marius, who swapped locos at Balgerhoeke, when we met up with "Bellerophon". Marius was delighted with the engine and said we couldn't have it back! I will not say what we replied to him! Large numbers of photographers, many from the railway press, witnessed our departure from Balgerhoeke and I'm looking forward to seeing their efforts in our magazines next month.*



*Bellerophon* was steamed at Haworth on April 8<sup>th</sup> for the benefit of Ben Heerink and his colleague, visiting from Haaksbergen – and was seen also by these visitors from the Irish Republic, planning towards a railway museum at Mullingar. VCT, and the Railway, had been recommended as excellent examples of "how to do it"!

Maldegem near Brugge in Belgium where it was one of the stars of the "Stoomfest" on April 29<sup>th</sup> to 1<sup>st</sup> May. Our Chairman Trevor England and working member Ian Smith travelled specially to Belgium to take part in the Steamfest and keep an eye on the loco. They both enjoyed the weekend even if it was very hard work. Our thanks to them both for looking after the "old girl".

Ian takes up the story:





Our Hon Curator calls in at Maldegem to see *Bellerophon* in action – seen here with Stefaan, Hendrik, and our own Trevor

After all that excitement *Bellerophon* should by now be at the Museum Buurt Spoorweg at Haaksbergen in the Netherlands which you may remember was visited by the locomotive *Sir Berkeley* in 1996. This Railway is tucked away in a corner of the town, very close to the German border. It is similar in length to the Worth Valley Railway, but there the similarity ends as it is very, very flat and has an unconscionable number of road crossings. At each one the train slows, the guard alights, the traffic is stopped and the train proceeds with much flag-waving and whistle-blowing. All this is fortunately done at a very slow speed! We do hope that the Dutch enjoy *Bellerophon*. It is a loco which makes friends wherever it goes. We also hope that the Union Jack and FEDECRAIL flags will be flown on the loco on the weekend of June 10<sup>th</sup> and 11<sup>th</sup>, which as well as being the Haaksbergen Railway Steam Gala Weekend is also the FEDECRAIL (the European Federation of Museum & Tourist Railways) European Steam Weekend. This will draw attention to the network of railway preservation which stretches across Europe – from the Atlantic to the Urals.

A visit to the "Rail 2000" event at Shildon hopefully will round off *Bellerophon*'s summer, but to date available information on this event has been very sketchy. We will try to keep members informed as more information becomes available.

### **Sir Berkeley**

We are very pleased to report that the Agreement between VCT and the Middleton Railway concerning the loan of the locomotive *Sir Berkeley* has finally been signed. We would like to thank Ian Smith and the other Officers of the Middleton Railway for their patience and help in ensuring that all came to a successful conclusion. It has taken many hours of fax, telephone calls, committee debate and emails but we feel that the final agreement is in the best interests of all parties and will ensure the long-term good of the locomotive.

In the end, the agreement was signed in the palatial setting of Ian's front hall-way! Not exactly the Ritz as even he had to agree – especially as he almost immediately moved out of the property. Nothing to do with us or *Sir B*, we can assure you! *The loco is now back at Middleton after being in use on the Worth Valley Railway, helping celebrate Bellerophon's 125<sup>th</sup> Birthday. Ian Smith manages to have an interest on both sides – at the Middleton Railway as a Vice President, and at VCT as an active working member – and reports on its activities over the coming summer:*

*"Sir Berkeley had very recently undergone – and passed – its visual examination and steam test. This allows it to enter service for the final year before its major overhaul.*

*Sir Berkeley will be one of the stars at the Middleton Railway's 40<sup>th</sup> Anniversary Celebrations on 18<sup>th</sup>/19<sup>th</sup> June. It will share the day with a visiting engine from Toddington. Also Hunslet locomotive 1786 *Brookes No. 1* will be involved in hauling a passenger train for the first time in thirty years."*

*The "Stoomfest" itself was not without its problems, Polish 2-6-2 OL 49-12 failing on a number of occasions with defective injectors. On Sunday 30<sup>th</sup> April the OL 49 was involved in an incident at Maldegem when a car driver not only ignored ringing bells and red flashing lights but also stopped on the track itself, inevitably leading to a collision. Fortunately, the driver was not seriously hurt and was interviewed by the local police, one of whom happened to be a witness to the incident.*

*The narrow gauge was entirely operated by "Peter Pan" and "Pixie" from the Leighton Buzzard Light Railway due to the failure of the line's resident 0-4-0WT "Marie". It was announced on the Monday that "Pixie" would be staying in Belgium for the operating season in order to cover for "Marie".*

*I should say a big thank you to all the Belgians, who made our visit so pleasant, and also to Mark, who worked so hard to get the engine in a condition which was a credit to VCT."*

Now to longer-term plans for *Bellerophon*:

On completion of its travels, *Bellerophon* will not be returning to the Worth Valley Railway. The impending lottery-funded project at Oxenhope will necessitate moving much rolling stock from there for storage elsewhere. The Trust was asked to consider ways in which we could help ease this storage problem. The VCT Committee made approaches to four railway preservation groups looking to possible placement of the loco for initially the planned two years of the project. We were seeking a group having an interest and expertise in small industrial locomotives. The Committee found in the **Foxfield Railway** a very appropriate body, pleased to be able to look after *Bellerophon*. They expressed great interest and indeed pride that they had been asked to look after the engine. They are able to offer a demonstrable high standard of engineering expertise and also at least some time in secure undercover accommodation. We are now progressing a short-term agreement with Foxfield Railway, certain that its reputation and capabilities make it an ideal place at which *Bellerophon* can find a good home for at least the duration of the Oxenhope project. We are sure that *Bellerophon* will be well cared for, and its Caretaker Mark Astley is very pleased as he knows Foxfield well and is happy to travel there to see and work on the loco.

*Sir Berkeley's Agreement:*  
signed – at last!  
Trevor signs: under the  
close supervision of Ian  
Smith, Michael Cope and  
Jackie Cope (who took the  
photo).  
(All then adjourned to the  
'White Bear' for a  
celebratory meal).



## Retailing news

We make no apology for putting retailing next. It is a major part of what we do and is essential to our continuing restoration and other activities.

Both the shops are looking quite smart. Keighley has certainly benefited from Hugh Beck's work, ably assisted by Bob and Gail Stevenson. Much cleaning and painting and shelf construction has happened. Working as a volunteer in the shop is now very pleasurable. There is of course the added bonus of lots of main line activity to watch during the quiet moments. Occasionally you are on the spot for a "first", as last Sunday when Furness Railway No. 20 in its gleaming red livery steamed into the station, being tested ready for the Railway's Enthusiasts' Weekend.

If you have an occasional Saturday or Sunday free, or any mid-week day during the Railway's summer running period, and if you would like to join the merry volunteer team at Keighley Shop, Hugh would very much like to hear from you. Write to him at the VCT address above, or contact him via the Museum (01535 680425). The Shop opening hours are 11 am to 5 pm. Obviously a certain flexibility to meet special circumstances is a help. You do need a passing interest in railways and other transport and in people. The whole idea is to help in raising

much-needed funds for the Trust. It might be only one day, every so often. Every little helps!

The main news at the Museum shop is the installation of a tea/coffee machine. This has been made possible by the final linking-up with the Yorkshire Water mains supply from the station end of the yard. Up to now we have relied (by arrangement) on a supply from Messrs Haggas' (our next door neighbours) bore hole. Even filtered and boiled, this wasn't really appropriate for use in a drinks machine. So, very shortly, we can offer customers the facility of hot drinks, as well as cold drinks and general confectionery and ice-cream.

The re-vamp of the Museum shop is now virtually complete. We now look to seeing a good summer trading figure which will of course be used to progress the Trust's activities. We have been pleased to welcome at least one new face on to the team of those willing to help with the Museum Entry and Shop. As with Keighley, if you have an occasional day to spare please let Bob Stott know, at the address above or on 01535 680425. The opening hours at the Museum are 11 am to 4.30 pm. However you should be available shortly before and after these hours to open and close down the Museum.

## Filming Assignments

*Another source of revenue for the Trust is of course hiring out coaches and locomotives for special events and for filming. Members often ask why they cannot always be informed about filming assignments. Paul Holroyd explains that the negotiations and planning which go into this type of activity for the Trust can be quite complex and lengthy (or on occasion very rapid!) and it is often impossible to know the outcome. Paul as a volunteer does much "behind the scenes work" of this sort, he takes up the story of one particular assignment.*

"My telephone rang just after 3 pm on Monday 6<sup>th</sup> March. A film company was interested in a French railway carriage! Ascertaining that they had access to the Internet, I suggested that they have a look at our website. I then received a phone call from Roger France, Chairman of Worth Valley Railway's Management Committee, who also had been approached by the same film company. During the evening I again spoke to the film company and arranged to visit them on the following morning.

Tuesday morning saw your Trustee arrive at the Kentish Town offices of the film company at 10.30 am, armed with exterior and interior photos of the Chatham carriage, VCT's list of film credits, a printout of our website homepage and the KWVR guidebook. I met the Director, Cameraman, Location Manager and Reconstructions Assistant for the project and proceeded to extol the virtues of VCT and the KWVR, as well as answering questions. Roger France had already advised me that the 8F locomotive would be available on the day requested. Questions flowed: what colour is the engine? How big is it? What does it

look like? We want to film through the carriage windows, what is the scenery like? Is there any countryside? What is the interior of the carriage like? Can we change the pictures in the carriage? How far are you from York because we are filming near there? How long would it take to get the engine ready? Could we film a sequence of people placing explosives on the track? Could we use smoke effects inside the carriage? Could we do this? Could we do that? And perhaps the most important question: what would it cost?

I left the film company feeling that the project would not go ahead as the film company's budget was very tight. Imagine my surprise when a couple of nights later I got a call to say that they were going ahead, and filming would take place from 9 am to 5 pm on Thursday 16<sup>th</sup> March, with the 8F and our Chatham carriage. The Chatham would need to be disconnected from the museum sound system and shunted out of the museum on the Wednesday night.

What is the documentary about? It is one of a four-part series with the working title (at the moment!) of *S.O.E.* It is being

made on behalf of the BBC by Darlow Smithson Productions, who were responsible for *Station X* and *Great Military Blunders*. The programmes examine the work of the *Special Operations Executive* in occupied Europe during World War Two, and is part interview and part reconstruction. Whilst only a small production compared to some of the lavish

feature films we have been involved in, it is still useful income and publicity for the Trust (and for the Railway) and it was very pleasant to receive a phone call from the film company on the following Monday, thanking us for our help. Keep a look out for the documentary and do not blink too often or you may miss the VCT starring role!

## Carriage News

### Bulleid Coach

Philip Walton, Caretaker of the Bulleid, has once again been extensively involved in the installation of security equipment in our Museum.

This is important work but does mean that he has not been able to see much of his own restoration project. John Wallis, the other half of the "Wallis and Grommit" team, has however been putting in many hours on what is a very tedious activity but one that is vital in carriage restoration namely scraping and sanding the interior ceiling of the still to be restored end of the carriage. John works so quietly that often one is unaware he is around until he suddenly and quite literally "pops out of the woodwork". Nevertheless it is this type of on-going work which is important and will in the end produce a fine fully-restored carriage.

### Great Northern No. 2856

When last reported in this *Newsletter*, the second bogie was out from under the coach with work progressing on this, its two wheelsets, and also the underside of the coach. The four leaf springs from this bogie were away for professional attention, as was the (very heavy) drawbar spring. The Guard's Brake floor was again complete, but we were waiting for the necessary oak strips to form the slats on the floor, and the partition between the Brake and the first compartment was yet to rebuild.

A great deal has been accomplished since then. The reconditioned springs have returned and are all back in position, as is the bogie. The slats and the partition are complete – as now is most of the exterior panelling and beading! This last has made a major difference to the appearance of the coach: we can at last get a pretty good idea of what it will look like when completed. One (relatively) minor step backwards is that investigation has shown wet-rot damage to the lower end of all six vertical structural members across the "Museum end" of the coach. Fortunately this damage has not extended to the horizontal members and in particular to that at the bottom, so although replacing these will not be cheap at least it's fairly straightforward. A second minor step backwards is that we haven't got the necessary clearance at the side bearers for the now-reinstated second bogie. We will save sorting this out until we have our own jacks: we are very pleased that we were successful in making Grant application to the Yorkshire Museums Council towards the cost of these – they will be put into use as soon as we obtain them!

Thanks go in particular to Stuart Mellin (seen in the photo in our Workshop re-making doors: the Scammell trailer behind him makes a fine additional bench top) for his contract work for the cladding and beading – also to him and to those others who have been able to assist as volunteers: this help is very much appreciated, and remains essential towards the successful completion of this project.

Bob Timmins called in very recently. Over the years, he has done quite a lot of contract painting, lining and lettering for us, starting with the MS&L coach and continuing with the Chatham and more recently with the First Class Met coach. He is looking forward to doing this work for us on the Great Northern – and seemed well pleased with the standards we are achieving! Hopefully he, with his son, should be with us for the purpose in late Summer or possibly early Autumn.

In the meantime, there's plenty to be done! Just at the moment this is mainly

concerned with sanding, with a little light relief in knocking all the copper pins below surface level and then stopping the resulting holes. It feels as if there are thousands of them! Outstanding items include putting the second vacuum brake cylinder back in position: attending to the roof covering, for which the necessary canvas should be with us within a very few weeks: and, after that, dealing with the glazing. As mentioned elsewhere, Paul Kirkup's wedding is fast approaching and as a result he has had to take a step backwards from looking after No. 2856 – so for the moment would anyone liking to work on this coach please contact Michael Cope, either via the Museum or on 01535 646472?





## Metropolitan Coaches

As a Registered Museum, the Trust has a policy on the use of the Collection which says that "occasional and controlled use" is encouraged as a good way of interpreting the Collection.

Two out of the three Met. coaches have seen this type of use recently.

Vintage Train Sunday on 16<sup>th</sup> April saw the Met. Brake and the Nine Compartment Met. out behind the Railway's newly-restored Taff Valley Railway No. 85, built in 1899. The stock should have been the Lancashire & Yorkshire Hughes Brake and the Railway's LMS coach. These were ruled out due to problems with the (double-ended) brake bellows and general dampness, respectively.

Enthusiasts' Weekend had the Nine Compartment Met booked for use, paired with the Hughes Brake. However, continuing problems with the latter's brake bellows meant that our Met. Brake was again in use. It was an interesting sight to see our two Met. carriages toddling along at 15 miles per hour behind Furness Railway No. 20 – on hire from the Furness Trust, based at the Lakeside & Haverthwaite Railway. This 1863-built locomotive looks very fine and it was obvious why it has been such a sensation and an award-winner since its restoration.

## Scammell Mechanical Horse

We are never very sure whether to include the Scammell under the "Locomotive" or the "Carriage" heading! Anyway, the vehicle is looking very fine now and with *Lord Mayor* graces the front of the Museum very well.

As mentioned in the last *Newsletter*, the vehicle attended the London Classic Motor Show at Alexandra Palace on the 18<sup>th</sup> and 19<sup>th</sup> March. The Trust has to thank John Downs (seen here, with the Scammell, at Alexandra Palace), a long time VCT Member and now Chairman of the Mechanical Horse Club, for helping very much in sorting the finishing details of the

vehicle and overseeing its visit to the Show. He reports that the vehicle was kindly delivered by Lynx Parcels (successor to British Road Services) to their London depot at Muswell Hill. The Scammell was accompanied by Lynx own restored 'Townsmen'. The two vehicles were driven to Alexander Palace from the depot. The Show itself mainly concerned classic cars – all gleaming and chrome and fancy bodywork. These two ancient workhorses standing proud and shiny attracted much attention over the two days. Among those who came to admire were people who worked at the Tate & Lyle refinery at Silvertown and remembered the Scammell. Memories were re-lived of a time when it really was a workhorse!



The vehicle is still having its mechanical problems and still needs a lot of loving care. It attended the very recent Brontë Gathering which was held locally in aid of the Sue Ryder Hospice at Oxenhope. Unfortunately following problems which led to the loss of a core plug it had to be towed home and is now awaiting further attention. It is the problem of old vehicles of any kind that they do need constant loving care. Don't we all!

We would be pleased to hear from any member who has knowledge of this type of vehicle, particularly if you have photographs of them in use in the past at Railway locations. Also we would very grateful for any financial assistance which members could offer towards the upkeep of the vehicle. Please send all correspondence, and donations, to Jim Pickles at the Trust's address as noted above.

## AJECTA news

We still have no information about the Year 2000 excursion programme of our twinned body AJECTA (Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois), and can only suggest that anyone seeking this should contact AJECTA direct. Their address is: PO Box No. 1, F-77650 Longueville, France. Alternatively for railtour and other information contact the Provins Tourist Office on 00 33 1 64 60 26 26 (telephone) or 00 33 1 42 72 68 51 (fax). Alternatively look at their Heritage Railway Association's internet page, which is <http://ukhrail.uel.ac.uk/ajecta/ajecta.html>

Remember that, as formal 'twins', VCT Members qualify for AJECTA Members' prices for the railtours.

AJECTA is based at Longueville, to the East of Paris, almost at the end of the suburban service from the Gare de l'Est. If you are able to visit, we are sure you will be made very welcome, but please check that there will be someone at Longueville before travelling a distance.

## Gift Aid/Covenants

As from April 2000 all donations however large or small can now qualify for Gift Aid, providing that you pay UK Income Tax. This means that for any donations you give to the Trust, as well as your Membership subscriptions, the Trust can reclaim from the Government the Income Tax you have paid on the donation.

To take advantage of this new Gift Aid Scheme you must be a UK taxpayer and pay sufficient income tax (at whatever rate) or capital gains tax each year to cover the tax reclaimed on your total giving to all Charities (currently 28p for every £1 you

give). We will send you further information on this when the details become clearer. In the meantime, please note that *existing* "Covenants" will continue to be valid, with no immediate action being needed. In the meantime we would ask that if you would like to make a donation to the Trust for any purpose, would you please send it with the green form you will find enclosed with this *Newsletter*. This will allow us to claim the tax back on the donation making every £1 into £1.28. All you have to do is tell us your details on the form and tick that you want your donation(s) to be treated as a "Gift Aid" donation. This one-off declaration (included in the Response Form) can cover all donations that you make to VCT both now and in the future.

We continue to thank all those who support the Trust in so many ways through monetary donations, donations of magazines, books and hardware and in giving their time and expertise in so many different ways. It all adds up to a successful organisation which is fulfilling its original aim of being an Educational Charity concerned with the restoration of railway carriages and other railway artefacts.

## Postal Sales

Bob Stott is pleased to hear from anyone who is seeking a specific book, or a back number railway magazine, or even a particular piece of hardware. Do give him a ring on 01535 680425, or fax him on 01535 610796, or write to the address above, or use the email address.

One book recently published and available from the Museum shop is written by one of our members, Frank Needham. It is called: "Railways My Religion". Frank is often to be seen as the on-train ticket inspector on the Worth Valley, just look out for the moustache and side-whiskers. He has written this very readable book setting out his railway memories not only in this country but also across the world. Copies are available from the Museum Shop at £8 each, or by post (add £1 p&p).

## Postcards

VCT is now publishing its own postcards. The first three are: 1) *Bellerophon* on the turntable at Keighley during its 125<sup>th</sup> anniversary celebrations, 1999; 2) *Bellerophon* approaching Oxenhope with the MS&LR and ECJS carriages; and 3) *Sir Berkeley* and the MS&LR carriage in Ingrow Yard. Also, the London Underground Railway Society has kindly donated 100 each of their postcards Nos. 138, 140 and 141. These are different views showing our Metropolitan coaches at Keighley Station. All the above are available from VCT at 25p each or 5 for £1.

## 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.

### Multiple copies of this *Newsletter*:

Normally just one copy is sent to two or more Members residing at the same address. If however you would like further copies, please let the Secretary know.

### Subscription Rates:

These are still held at the intentionally low figure of £4, or £2.50 for Members' spouses and for Seniors, or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above these annual figures are invited so to do: and if you pay UK Income Tax, would you please complete the enclosed "Gift Aid" form so that we can reclaim the Income Tax you have already paid on your subscription or your donation? Those wishing to join the Trust as Members should contact VCT at the usual correspondence address (see below).

### Data Protection Act:

VCT 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.

### VCT: Website, email and Postal address:

Our Website is at: <http://www.neotek.demon.co.uk/vct/> ...and the email address is: [vct@mwdjcope.demon.co.uk](mailto:vct@mwdjcope.demon.co.uk)  
Our correspondence address is: VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

### Jet "Big Smile" Scheme:

This is a scheme by which purchase of Jet petrol results in the Trust being given 1p per litre of petrol (or diesel) purchased. If you buy Jet fuel and would like to join this simple and painless means of effectively making small "free" donations to the Trust, would you please write to ask the Secretary for the necessary plastic card.

***A final note: WORKING WEEKENDS will be held at our Ingrow Museum on the following dates. These are normally from about 11 am onwards: but if you want to do things before that time please let us know and we will try to make suitable arrangements. There's always work for everyone – so if you can come along (even for an hour or so) please do so: you will be made very welcome!***  
***Anyway: the dates are: Saturdays and Sundays 10<sup>th</sup> & 11<sup>th</sup> June: 15<sup>th</sup> & 16<sup>th</sup> July: 19<sup>th</sup> & 20<sup>th</sup> August: 9<sup>th</sup> & 10<sup>th</sup> September. See you at Ingrow?***