

# Vintage Carriages Trust

---

## Members' Newsletter: August 2002

Once again, here's lots of news about your Trust and what it's doing – also, your Notice of our Annual Meeting, plans for our Dinner Cruise: and the Saga of the Speeding Scammell!  
So – read on!

### First, here's a few dates for your diary:

◆ **VCT Members' "Dinner Cruise": Friday 27<sup>th</sup> September, 6.30 pm for 7 pm**

Our previous outing on Martin Cleaver's canal boat at Foulridge (near Colne) was extremely successful. This time, our outing will be slightly more formal and will take the form of a "Dinner Cruise". Further details and a booking form should be enclosed with this copy of the *Newsletter*. This should be a thoroughly enjoyable event – so if you can join us for this occasion please complete and return the form as soon as possible!

◆ **Our Trust's Annual General Meeting: Saturday 26<sup>th</sup> October**

This will be preceded by our customary informal Pre-Meeting Lunch in the newly refurbished Carvery Restaurant at the Toby Beeches Hotel, Keighley (two course Carvery £6.45). The AGM itself will follow at 2 pm and will be held in that Hotel's Conference Room. The formal Notice of Meeting and Agenda should be enclosed, and includes a request for nominations for Trust Officers and Committee Members. Such nominations should be sent to the Trust's Secretary, to reach him on or before Saturday 19<sup>th</sup> October.

Please note that since their recent refurbishment the hotel will **not** take lunch reservations for their Carvery. So, if you are joining us for lunch please try to arrive by 12.15 so that we can if possible sit together as a group.

Please note also that the Keighley & Worth Valley Railway Preservation Society's Annual Meeting is expected to be held on the evening of that Saturday (26<sup>th</sup> October). The venue and time are yet to be advised.

◆ **Bellerophon's Yorkshire Tour**

Our Haydock Colliery-built locomotive is expected to appear at the **Middleton Railway's Gala**, to be held on the weekend of **28<sup>th</sup> & 29<sup>th</sup> September**: and also at the **Worth Valley Railway's Steam Gala Weekend**, to take place on **12<sup>th</sup> & 13<sup>th</sup> October**. Further details of this Tour appear below. As always, we can't absolutely guarantee this – *Bellerophon* is now 128 years old and his (or maybe her) tubes are approaching the end of their useful life: so please ring before travelling!

◆ **VCT Working Weekends**

These are held on the second full weekend of the month. So, the dates for the next few are:

**Saturdays and Sundays September 14<sup>th</sup> and 15<sup>th</sup>: October 12<sup>th</sup> and 13<sup>th</sup>** (note that this is also the Worth Valley Railway's Steam Gala Weekend: maybe combine your visit to the two?): and **November 9<sup>th</sup> and 10<sup>th</sup>**.

All are welcome and there are plenty of different tasks to suit all levels and all types of ability. Why not join us at least for part of one of these Working Weekends and see how just what is involved in the practicalities of running our Museum and in "hands on" restoration work? (If you have any queries about this, please ring VCT's Secretary on 01535 646472).

So, what has been happening in the Trust since we last reported? Reviewing the contents of this *Newsletter* it occurs to us that the various headings read like the titles of a collection of mystery stories. This is quite appropriate because most of them are! So, here's four mysteries to look out for!

- ◆ **What ever happened to Coach 143?**
- ◆ **The Mystery of the Decorated Ceiling**
- ◆ **The Case of the Speeding Scammell!**
- ◆ **Where have all the weeds gone?**

Firstly let us consider something which is only mysterious in the way it seems to disappear – *money!* “People do not like talking about money unless they have plenty of it.” The source of this quotation is not known but it certainly is not true of this Trust. We have to be aware of our finances at all times, and one of the main questions our visitors ask is: “how do you raise the funds for your work?” As most members will be aware, we have been very fortunate in gaining various grants and awards, and we continue to thank all Members of the Trust for their outstanding support through donations of cash and time and otherwise to our various enterprises.

It is however our retail activities which provide a major part of our finances. As we are sure most of you know the Trust has two shops, one at Keighley and the other at the Museum at Ingrow. This latter is situated in true reflection of the National Trust’s policy to ensure that you pass through the shop not only on entry to but also again on exit from the Museum. This is quite a large shop and Bob Stott is its very dedicated volunteer Shop Manager. Railway hardware, books and of course our extensive magazine room plus a useful souvenir and kiddie end, together with ice cream, soft drink and sweet displays make up a very successful retail outlet.

The other shop is tucked away under the ramp leading from Platform 4 at the Worth Valley Railway’s Keighley Station. Following recent changes in personnel within the Trust, the Committee has decided that Keighley will now open during the months of April to October inclusive, also for the Spring and Autumn Enthusiasts’ Weekends. It will concentrate exclusively on books and smaller ephemera such as old railway paperwork, tickets and photographs and slides.

We are very keen that our very well-known collection of magazines is sold exclusively from the purpose laid out room at the Museum.

Items of hardware available have recently been listed on our website at [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org) and we have been very pleased with the success of this move. Telephone sales using our credit card facilities have risen and we are looking towards extending this off-site sales initiative.

**A call for stock:** the success of our retail activities is dependent on the sales stock we have available. Can we therefore once more ask that you all look at your bookshelves and have a good purge of those books you have not looked at for years? Bring them along to your Trust – we can make very good use of them! Mention us to any friends seeking a home for surplus railway books. We will offer money for larger collections but it must be appreciated that we have to be realistic in our offer or we will not make the profit which is so necessary to enable us to continue with our restoration activities.

So please: **Books, Books, Books.** Also railway hardware, models, old paperwork, tickets, slides and photos and of course more **Books, Books, Books!**

We’ve already mentioned the **Magazine Room**, which has become very well known and enjoys a steady stream of regular customers. Please keep your donations of railway magazines coming! We are sorry but we cannot offer money for any but the extremely rare and elderly. If transportation of any large quantities of books, magazines or anything else is a real problem please ring the Museum on 01535 680425 or e-mail the Trust on [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org) and we will do our best to collect.

## Restoration News

*Here we come to our first mystery. Trustee Dave Johnson has got so used to listening to the Sherlock Holmes sound cameo in the Metropolitan coaches that he decided to create a mystery of his own centred around the coach of which he is the Caretaker – East Coast Joint Stock No. 143. ....or at least that is what we thought it was – but let Dave take up the tale ...*

### 143 or not 143? That was the question!

Back in 1966, the fledgling VCT bought its six-wheel Brake Third from British Railways. No-one seemed to know much about the history of DE 940281E, as it then was. True, it looked like a classic Howden-pattern Great Northern Railway vehicle and BR stated that it had been built in 1888 – but nothing else was known for sure.

Over the next few years, DE 940281E lost its BR Departmental colours and was returned to a varnished teak finish, albeit with no lining out, fleet number or company identity. In this guise it continued until the early 1990s, occasionally running in special trains and appearing in a film or two.

Then, in mid-1994, we got some circumstantial evidence to suggest that our coach might be East Coast Joint Stock (ECJS) No. 143. GNR had built only 14 Brake Thirds to

that length in 1888 (12 GNR, 2 ECJS) and ECJS 143 was one of that Lot of 14. As the date of construction was assumed to be correct, that seemed at the time a reasonable assumption and so we were happy to accept that identity.



Restored torpedo vents seen in our (as always) immaculately clean and tidy workshop, awaiting eventual fitting on to this carriage.

Some weeks ago we received an email from Sandy Maclean in Scotland to the effect that our coach could not be ECJS 143 because it was not the right length! We re-measured our vehicle. It was the right length, but we'd quoted the wrong dimensions on the VCT website. In the meantime, Sandy had emailed us again, to say that ECJS 143 had in fact been scrapped not later than 1930. (Sandy was formerly in charge of BR rolling-stock in Scotland and is in a position to know these things!). So, the mystery deepened. One Saturday, on my way to Ingrow, I decided on the spur of the moment to see if I could solve this mystery once-and-for-all.

The first place to look for a fleet number is on the garnish rails of each compartment door. GNR, ECJS and later LNER always painted the fleet number there. No luck: at some time in the past, the rails had been sanded down to bare wood before repainting. Not a trace of a number remained. Another possibility was door hinges and lock furniture. No luck again – no numbers stamped on any metalwork. Where next? The sliding vents over each compartment door seemed a possibility. Railway company carpenters often chalked the fleet number on the back of loose items during manufacture.

The first vent wouldn't budge because of a chewed-up retaining screw. Never mind, leave that one for another day. Next one: blank. Third one – bingo! A number! Further vents (and sometimes the retaining framework as well) also revealed a number. Thank goodness, it was always the same number – 589.

Each vent and retaining frame must have been made by a different workman, because the numbers were chalked on by different hands, ranging from the barely decipherable to one in beautiful copperplate. *[Somewhere, we have a photo recording this discovery. Unfortunately, "somewhere" is the operative word – it's probably still in a camera. When we find it, we will publish it!]*

Was the number correct for the type of vehicle? Yes, it was. On checking the records, GNR 589 was in fact one of the Lot of 14 built in 1888 – so BR was correct about the date. By combining Sandy's recent information with that which we got from Richard Casserley back in 1994, I've been able to piece together some of the history of the Lot, and the complete list appears below. Note the wide difference in the 'life' of these vehicles. NER 3586 (ex-ECJS 142) seems to have been the earliest withdrawal in December 1917, whilst LNER 31185 (ex-GNR 544) lasted in service until February 1950. If any member can add further information to this list, we'd be delighted to hear from them.

This means that our restoration plans have had to be changed. This coach will now be restored to its true identity as GNR 589, and as far as possible back to its original condition. We will not now be using those wonderful "ECJS" monograms in twined gold acanthus leaves. How gorgeous they would have looked on the compartment door panels! Ah well, win some, lose some...

Does anybody want to make an offer for eight unused, original, pre-1900 ECJS transfers?

**List of 37' 5" Brake Thirds built by the Great Northern Railway at Doncaster, 1888:**

Original No.	LNER No(s).	Remarks
GNR 107	Unknown	Withdrawn from passenger service by 1938
GNR 203	Unknown	Replaced by new vehicle 1927
GNR 528	Unknown	Withdrawn from passenger service by 1938
GNR 544	4544, later 31185	To Southern Scottish Area 1936. Withdrawn 25 Feb 1950. Body grounded and converted into a bothy 25 November 1950
GNR 589	4589	In LNER departmental service pre-1942. Last BR no. DE 940281E. Withdrawn 1966. Preserved VCT, Ingrow
GNR 600	Unknown	Withdrawn from passenger service by 1938
GNR 620	Unknown	Withdrawn from passenger service by 1938
GNR 643	Unknown	Withdrawn from passenger service by 1938
GNR 692	Unknown	Withdrawn from passenger service by 1938
GNR 866	Unknown	Withdrawn from passenger service by 1938
GNR 919	Unknown	Withdrawn from passenger service by 1938
GNR 942	Unknown	Replaced by new vehicle 1930
ECJS 142	Unknown	To NER 12 April 1906. Became NER 3583. Condemned 31/12/1917
ECJS 143	31	To NBR 1905. Became NBR 1, later LNER 31. Withdrawn pre-1930

### Great Northern Coach No. 2856

Firstly our thanks to all those who have so generously given towards the *interior* restoration of the coach. We have managed to exceed our target for this, our required "matching" money as part of the Heritage Lottery funding for this project – our thanks, and our congratulations to all concerned.

As reported in the last edition of the *Newsletter*, our work on the interior of this carriage gained us Transport Trust's prestigious Peter Allen Award. We look forward to Saturday

31<sup>st</sup> August, when John Butler and colleagues of the Transport Trust will be presenting this Award to us at an informal ceremony at the Museum, as intimated in our last *Newsletter*. Afterwards the representatives of the Transport Trust will be taken on a tour of the Worth Valley Railway.

The ongoing restoration of interior of this carriage continues very satisfactorily, thanks this to support from the Heritage Lottery Fund – and all those who have so kindly donated towards this project!

Robin Bannier has successfully completed the footboards, which contribute very nicely towards the overall appearance of the carriage. Robin then transferred his attention to the gaslamps. Restoration of these is now "nicely started", but has had to be put on one side for the moment.

The reason for this is the need to get on with the First Class seat frames, with the necessary authentic "bed head plug and socket" castings now being available. These castings were expensive – but mean that the overall construction of the seats as a whole (obviously, including the seat frames themselves) is as authentic as possibly we can make it.

Anyway: these seat frames are now virtually complete and will allow progress with the seat springing and then with the rest of the First Class seating. Making these frames involved so much chopping up of steel angle and bar that we invested in a power "chop" saw for the purpose. This is shown in the photo, in Robin's capable hands. This purchase has proved well worthwhile. Its use bears no comparison with the alternative of cutting by hand with a hacksaw.

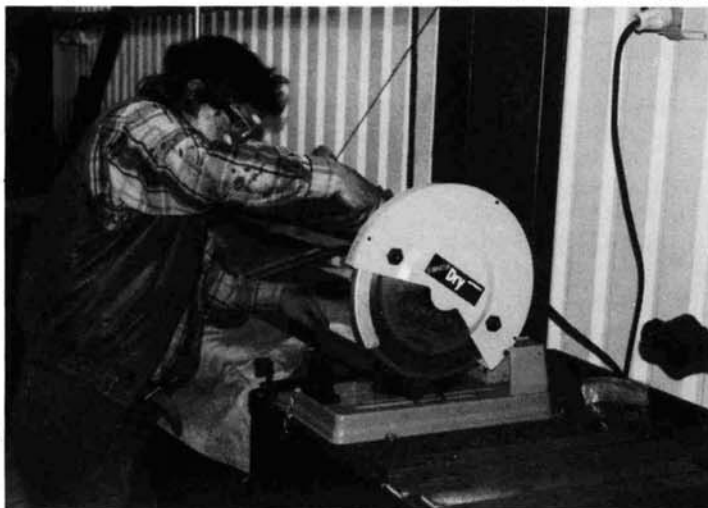
Meantime, Ray Sowerby has progressed well with that which is fast developing to be his speciality – the panelling in the toilet compartments. Very usefully, he "cracked the code" as to how this panelling was constructed. The key is that the individual panels are indeed *separate* panels, each held in position within a fairly complex framework by small screws, concealed under rather well-fitting beading. A certain amount of discretion together with a degree of courage means that the beading can be removed to allow dismantling to proceed. The panels each carry a sycamore veneer, many of which have been smoke damaged or have seriously lifted from the base wood over the years. Being able to remove them as individual items will very much help the process of re-veneering, which otherwise would have been near-impossible.

Elsewhere, the final gloss coats of paint for the four ceilings gave us some problems. We – John Boddy, Dave Carr, Michael Cope, Mike Holmes, Dave Smith and others – got on quite well with the two coats of primer and the two coats of undercoat, but were struggling with the finishing gloss paint. Here, Chris Smith revealed his true colours as a very competent ceiling painter, completing the four compartment ceilings to an excellent standard – there are those of us who are quite jealous!

We now have the panels on the bulkheads in position (above the seat backs) and will shortly have the panels above and beside the windows within the First Class compartments also in position. This will give us plenty on which to practice our painting! Incidentally, much scraping of the smoke-damaged and definitely life-expired panels previously in position, by Jackie Cope and others, reveals that all these were painted white. Hamilton Ellis in one of his books commented that for Great Northern carriages of this era "decoration was plain". He certainly was correct!

Within the four compartments we have now been able to fit the gas lamp pattresses, also those for the "hit and miss" ventilators. All these have been painted in their authentic colours: with a certain inevitability, this is white gloss. However, having these present has to a quite surprising extent added to the completeness of the compartments, even at this early stage.

This brings us to our second and as yet unsolved mystery: The Mystery of the Decorated Ceiling. Archaeological digs and their excitements are not just confined to Roman ruins and Stonehenge. Intensive archaeological work has taken



place on various parts of the interior ceiling and wall panels. Ray Sowerby and Jackie Cope and others have been carefully rubbing away and revealing layers of history under the smoke-blackened surface of these panels. Minute fragments of gold leaf suddenly come glinting to the surface and more dramatically a whole swirling

blue pattern is revealed on a ceiling panel which we are sure from photographic evidence was from one of the Third Class compartments.

The whole of the panel was transported to our friendly graphic artist John Holroyd who deciphered from it the amazing design you see below. The colour is certainly blue, very closely matching the blue of the 'N' of the "GNR" emblem which Bob Timmins executed on the exterior of the doors.



The mystery lies in the total lack of any evidence of any pattern on the ceiling panels of the First Class compartments. Was there a similar pattern to that of the Third Class ceiling? Could it be that the same blue-coloured pattern was used, but picked out with gold highlights? Or had the First Class really absolutely no ceiling decoration? If anyone can help with any information which can help resolve this fascinating problem, please let us know!



Another fascinating revelation is seen on the back of several of the side panels, showing that they have seen previous use as advertisement panels boards. One can almost see the man in the repair shop saying "Here you are, George – this is just the right shape and size: use this" as he sawed a discarded advertisement panel into three lengths. Sadly, we cannot be sure whether this happened when the carriage was built or whether this was during repairs or maybe refurbishment at a later date.

Our thanks to those who responded to our plea in the last *Newsletter* for any information you may have about interior and other details of this carriage. Please do contact us if you think you have any useful information which will help us to get this coach as near as we can to its original 1898 condition. Don't leave this too long, as we are progressing very well and are a little ahead of our planned two-year

## Other carriage restoration news

Chris Smith further enhanced his recently-gained reputation as a very competent painter by cleaning and then re-varnishing the **First Class Metropolitan** carriage No. 509. It's now some years since Bob Timmins varnished this carriage, which since then had got to the stage of looking a little faded. This re-varnish has given a well worthwhile "lift" to this carriage, which now once again looks superb. Meantime, John Heaton (with occasional assistance from others) has been working very steadily on the underframe of the **nine-compartment Metropolitan Third** carriage, where he is making excellent progress. The bogie of this carriage (which was run out from under the coach just before last

timescale.

Obviously, any information about colour scheme and ornamentation is particularly welcome – this applies also to any information about toilet fittings, upholstery, heater controls, interior door handles: indeed, just anything to do with our restoration of this coach!

Those who have responded thus far include Richard Greenwood, who wondered if the "Forcett" pump we mentioned was rather a "faucet" (as in tap) pump. Has anyone else any thoughts on this one, please? On the subject of the communication cord actuating a gong on the locomotive, Richard also wrote: "the use of these gong on footplates was discontinued, as they were unreliable because the footplate staff forgot to wind up the mechanism. Latterly the cord was attached to a second or brake whistle on the loco which sounded a different note."

Easter) hasn't progressed significantly, other than that the leaf springs and the coil springs have been sent for checking and (for the leaf springs) remaking as necessary. The coil springs have now returned, but for some reason not as yet the leaf springs.

A few details on the other carriages have been attended to, but otherwise these remain very much as before – on display, or available for use, or awaiting long-term restoration, as previously detailed. Fortunately, there's been nothing requiring urgent attention – which has allowed us to spend most of our available time on the work on Great Northern No. 2856.

## ...turning to our locomotives:

### ***Bellerophon***

As you will be aware, the old loco is spending an interesting time on the Foxfield Railway where she is being well looked after. *Bellerophon* proved to be one of the stars at the Foxfield Gala at the end of July, when at one point she double-headed at one point with a Beyer Peacock locomotive built in 1879.

The Trust is keen to allow *Bellerophon* a final fling before potentially major work is undertaken, precipitated by the known poor state of the tubes and the limited number of years left before the "ten year" boiler examination. Our Chairman Trevor England came up with the idea of a Yorkshire Tour. The major constraint on any movement of such a large object is the cost of transport. However problems have been overcome and *Bellerophon* will set off on her travels towards the end of September and on the way will meet up with other items from the VCT Collection. *Bellerophon* will be in steam at the Middleton Railway's Gala Weekend on the 28<sup>th</sup> & 29<sup>th</sup> September. From there the loco will come home for a short visit to the Worth Valley Railway for the Steam Gala Weekend of 12<sup>th</sup> & 13<sup>th</sup> October.

The loco will be teamed with VCT's First Class Metropolitan coach and the South Eastern & Chatham brake and will work with other vintage locos, including the L&Y Pug 51218 and with L&Y 957. See below for more details of this Weekend.

### ***Sir Berkeley***

Whilst at Middleton *Bellerophon* will meet up with this old stablemate. Recognition might be a little difficult as the old aristocrat has received a fairly far-flung storage of its various parts following dismantling for the investigative work, which must take place to establish the extent of the necessary work. We have sent off the preliminary forms to the Heritage Lottery Fund requesting a grant under the HLF's "Your Heritage" scheme to hopefully gain some support for the restoration of *Sir Berkeley* and now await their response, which should arrive with us any day now.

In the meantime, many thanks to all those Members who have pledged financial support as and when we do get to the stage of being able to start *Sir Berkeley*'s restoration.

## ... and now to the Mechanical Horse:

*A vehicle which so often gets overlooked in our Newsletter is of course the Scammell Mechanical Horse, on loan to the Trust from Messrs. Tate & Lyle Sugar. This vehicle has recently suddenly received more publicity than all the rest of the Collection put together, and hereby hangs our third mystery tale. Let Paul Holroyd tell you the tale of probably the most successful press release he has composed thus far (and that's saying something!):*

## The case of the Speeding Scammell - the tale of a little press release....

**Saturday June 22<sup>nd</sup>.** Curator Jackie Cope looks puzzled as she talks with Paul Holroyd in the committee room at the museum. "I've just received a summons" she says. "I think it must be someone playing a joke". "Let's have a look at it," says Holroyd of the Yard (retired). "I issued thousands of summonses in my time with the Police. I'll soon tell if it's genuine." The (retired) little grey cells set to work. "It's not a summons," Paul exclaims as he looks at the document. "It's a Notice of Intended Prosecution. Not the same thing. But it does appear to be totally genuine". Reading onwards he dissolves into laughter "It alleges that *our Scammell mechanical horse was travelling at 44 miles per hour in a 30 mph zone, at Bury Road, Bolton at 09.46 hours on June 11<sup>th</sup> and states that the allegation is supported by photographic and/or video evidence.*"!

Immediately, we dash off a letter to Greater Manchester Police stating that we have video evidence of our own - 24 hour footage from the museum's CCTV system, proving that the Scammell was not involved. Not to mention minor details like our Scammell's maximum speed only being about 19 mph, and the engine was dismantled at the time!

**June 27<sup>th</sup>:** Greater Manchester Police write to us stating: *"I have made enquiries with the officer dealing with the case and on checking the film he has confirmed that the registration is correct, but it is not the same vehicle. It would appear that the vehicle in the film has a sticker denoting the vehicle is from Belgium, unfortunately, as your vehicle is the one listed with DVLA you have been sent the notice. I have discontinued proceeding in this matter."*

If ever there was an opportunity for a Press Release this was it! So ...

**July 22<sup>nd</sup>,** 7.30 pm. VCT issues a Press Release setting out the whole story.

**July 23<sup>rd</sup>,** 6.30 am. An e-mail is received from Andrew Edwards of BBC Radio Leeds. Later that day Radio Leeds interviews Jackie & Michael Cope at our Museum.

More e-mails are received from other well-wishers (fellow sufferers?) during the course of the day.

**July 24<sup>th</sup>,** 6 am. Paul Holroyd hears the Radio Leeds newsreader announce: "A railway museum in Keighley has been issued with a notice of prosecution because police say they've caught one of its exhibits speeding." This is the first of several mentions on BBC Radio Leeds news bulletins, with the full Cope interviews being broadcast at 6.23 am. The *Keighley News & Telegraph & Argus* send a reporter and a photographer to the museum. The photographer's flash-gun sets off the smoke detectors and fire engines arrive!

The *Daily Mail* sends a photographer who spends two hours at the museum photographing Jackie from every angle. Having neither desire nor the right attributes for Page Three she was fully clothed throughout!

**July 25<sup>th</sup>.** After all those shots a colour photo showing just the Scammell itself appears in the *Daily Mail*. So much for Jackie's photogenic qualities! However the story also appears in the *Daily Express* and *Metro*. Lunchtime sees the *Telegraph & Argus* hit the streets, complete with another colour photo. The story also appears on the BBC Radio Leeds and *Telegraph & Argus* websites.

Jackie is interviewed on BBC Radio 5 Live. Radio 1 News broadcasts the story. The *Manchester Evening News* and two motoring magazines get in touch.

**July 26<sup>th</sup>.** The front page of the *Keighley News* features a colour photo of a smiling Jackie Cope with the Scammell (fame at last!). The photo also appears on the *Keighley News* website and again in the local freebee the *Keighley Target*.

We have a feeling that this story is not over yet - could its popularity be due in any way to this evidence of non-infallibility of speed cameras? Perish the thought!

*Later note: an appearance in the columns of no less than the "Museums Journal" now looks to be very likely!*



Shortly after the above saga, Chris Smith was able to again reassemble the Scammell's engine and demonstrate that yes it is now mobile - and yes, the trailer coupling gear is in good order. Here, Chris gives a quick "wash and brush up" before taking the trailer to the end of Ingrow Yard and back again. Carefully observing all known speed limits, of course...

## Film & TV News

*Our regular readers will have noticed that we have gone quite a way through this Newsletter without a mention of filming contracts. Have no fear: our Collection is still very much in demand – and here is the latest news, again from Paul Holroyd:*

Our latest filming assignment was an adaptation of D H Lawrence's *Sons and Lovers*. This is being made by Company Productions for screening on the ITV network. The programme stars Sarah Lancashire as Gertrude Morel, Keeley Forsyth as Annie, Hugo Speer as Walter, James Murray as William, Rupert Evans as Paul and Georgina Chapman as Louie.

We received the initial enquiry on March 25<sup>th</sup> and the Location Manager visited us on the following day. Filming took place on May 22<sup>nd</sup> & 23<sup>rd</sup> using our MS&L, GNR 6-wheel brake and First Class Metropolitan carriages. The Met was disguised with "East Midlands Railway" lettering, ex L&Y loco 957 was disguised as No. 204 and the station staff's uniforms were lettered "GWR". A total of 13 scenes were shot on location, eight of them featuring VCT's rolling stock. Four scenes were filmed inside Oakworth Station's Ladies Room which became the 'Moon and Stars' public house. Oakworth platform became 'Lethley Bridge' for the

production. One scene was filmed inside the Station's booking hall, which became Nottingham Station's bar – complete with hand pumps, beer barrel and dozens of bottles of beer – for the final sequence in the final programme. The time span covered by the sequences ranged from 1891 to 1914.

*There are other enquiries in the pipeline, which Paul is chasing and we are hopeful of giving you even further cause to keep your eyes on the screen in a wide variety of drama and documentary situations.*

On a recent visit by Paul to the National Museum of Photography, Film and Television (NMPFT) in Bradford, to hopefully arrange the loan of a film camera for display purposes, conversation got around to our filming triumphs of the past and *Sorrell and Son* was mentioned – this was filmed for Yorkshire Television in 1983. Paul was able to visit the NMPFT's "TV Heaven" section to view the episode in which our Metropolitan coach was used.

## Gardeners' World?

Regular visitors to our Museum at Ingrow will have noticed a marked improvement in the exterior surroundings. A number of colourful pots of flowers have appeared and our little triangle of garden is full of colour and therein lies our final mystery: "Where have all the weeds gone?"

As you are aware from past *Newsletters*, as well as being our chief hardware buyer John Stephenson is also making a fine job of the display of signs and other items around the Museum. John's wife Susan often comes along to the Museum and sits in the car reading or listening to the football. We did not realise that she is also a great gardener.

Our triangle of garden was planted many years ago by the late Edna Spencer and her husband Les, and had recently got more than a little out of hand. No doubt in desperation, Susan offered to do something about it. Anybody who offers to do something constructive for VCT is very welcome! The weeds miraculously disappeared and Susan's considerable efforts (as demonstrated in the photo) have transformed the wilderness into a lovely colourful corner once again. This is obviously appreciated by our visitors as they sit enjoying an ice cream or a welcomed beverage from our drinks machine. Thanks Susan (and John). Perhaps we can work our way up to the Britain in Bloom competition!



## Marketing and Publicity

*Again we bring news of an activity which has little direct contact with coach and locomotive restoration and yet is vital to our continued success – and that is marketing and publicity. Unless we can advertise our presence, we will not attract visitors. Visitors are the lifeblood of our activities simply because they bring in money. We move for our next piece of news out of the Museum and into the great wide world, and report on the progress of a local marketing initiative in which we are involved: the Brönte Country Partnership (BCP).*

The Trust is fortunate to be in close proximity to the Worth Valley Railway, the Brönte Parsonage Museum at Haworth, also the National Trust's East Riddlesden Hall and local authority owned Cliffe Castle Museum, both in Keighley. The latter are gems hidden on the outskirts of Keighley and well worth a visit if you like history, architecture, gardens and good refreshment facilities.

The latest promotion of the BCP is entitled "Museum Mission" or "MM" and is aimed at encouraging families to visit all of the museums in the Keighley area. The children in the party receive a "passport" which is stamped by the four museums involved. Every child collecting the full set of four stamps will receive a modest instant prize and will enter

the grand draw for a chance to win a larger prize at the end of the summer season. The passports and supporting publicity material were designed by first-year students from Keighley College's Higher National Certificate in Graphic Design (Illustration) Course.

Also, as members of the Brönte Country Partnership we have been involved in the creation of their new website [www.visitbrontecountry.com](http://www.visitbrontecountry.com) which includes details of events, attractions, accommodation and other services in Keighley and Haworth. Here, as elsewhere, we feel that we can only benefit from closer working relationships with other attractions and service providers in Keighley and its locality.



## You too can help

Marketing is an ongoing requirement where you can help. If you are having a ride on the KWVR, do mention Ingrow if you happen to get chatting to any other visitors. It is fair to say that the vast majority of our visitors go away very impressed by our Museum. If you are travelling to Ingrow by public transport and you are aware of people who are planning a visit to the Worth Valley Railway, do suggest Ingrow to them. If you live within the West Yorkshire/East Lancashire area and you are able to distribute a few leaflets or a poster, do please collect a small supply from Ingrow next time you visit.

## Worth Valley Railway's Steam Gala Weekend: 12<sup>th</sup> & 13<sup>th</sup> October

*Our Chairman Trevor England now has further details of this weekend:*

*Bellerophon's* part in the weekend has already been touched upon. If all goes according to plan it should be a most interesting weekend and a rare and perhaps not to be repeated opportunity to see VCT carriages and a VCT locomotive working together.

Here are a few of the possible moves which it is hoped will take place. However there must be the usual warning that these plans are not yet set in stone and all depends on the availability and operability of the stock involved.

8.35 am: the vintage stock (the First Class Met and South Eastern & Chatham No. 3554) are moved out of the Museum by locomotive 52044 and taken empty stock to Keighley.

9.20 am: 52044 and the two vintage coaches form a passenger train **full line** Keighley to Oxenhope.

9.57 am: the two coaches will return to Keighley, this time with five ordinary carriages attached, with 52044 double-heading with 45407, from the East Lancs Railway.

Meanwhile:

9.28 am: *Bellerophon* and the Pug will double-head a goods formation from Haworth to Keighley.

11.25 am: *Bellerophon* and the two VCT coaches form a passenger train from Keighley to Ingrow; this being the only purely VCT train to be seen in action each day.

During the afternoon *Bellerophon* and the Pug will work two VCT coaches as an auto-train from Ingrow to Damems return, with *Bellerophon* on the up-hill end. They are timed off Ingrow at 12.10, 12.55, 2.25 and 3.10 pm.

1.37 pm: *Bellerophon* will work light engine Ingrow to Keighley, returning with a short goods train from Keighley to Ingrow at 1.45 pm.

3.55 pm: *Bellerophon* works double-headed with the Pug Ingrow to Keighley, and with the vintage coaches will do a full line trip at 4.45 pm from Keighley to Oxenhope, returning at 5.40 pm. For the Keighley to Haworth section it is hoped that 52044 will also be attached, piloted by the Pug and *Bellerophon*.

6.20 pm sees 52044 returning the two vintage coaches to Ingrow, to be put back in their box at the Museum.

It sounds like an interesting couple of days – if all goes according to plan!

## Last and by no means least:

### Well, well! Trustee Paul shall go to the Ball! Well done, Paul!

Our last *Newsletter* informed members that we had joined Servicemark Yorkshire and Humber, the organisation supported by the Regional Development Agency 'Yorkshire Forward' to encourage businesses and organisations to offer the best in Customer Service. One of the initiatives is the 'Industry Sector Customer Service Awards'. We were encouraged to enter one of our personnel for these awards, and Jackie Cope nominated Paul Holroyd in the Voluntary Sector category. This was in recognition of the fantastic amount of work which Paul carries out in marketing and publicising our Trust and in promoting our Collection for use in film and TV work. Much to our delight and to Paul's

amazement, as he knew nothing of the application, he has been nominated as a Finalist.

The Award ceremony takes place in September at Le Méridien Queen's Hotel in Leeds, followed by dinner on board the British Pullmans of the Venice Simplon-Orient-Express as it takes an evening tour around Yorkshire. As the event requires black ties, the photographs in your next *Newsletter* will certainly either add tone to the publication or be the cause of a great deal of merriment. Certainly the writer of this *Newsletter* can't wait to see the sudden improvement in sartorial elegance of the Trust's Chairman, Secretary and dare we say it Trustee Paul himself!

## Other Notices:

### 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 his or her records to be kept in this way, please contact the Secretary.

### CAF 'Give as You Earn' Scheme

Those taking part in this Charities Aid Foundation 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. Your support in this way is much appreciated.

Published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)  
Owners of the Museum of Rail Travel, Ingrow Railway Centre, Keighley

Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ

Museum telephone 01535 680425; fax 01535 610796. Hon Secretary telephone/daytime fax 01535 646472.

Website: [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org) Email: [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

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