



# Vintage Carriages Trust

## Members' Newsletter: March/April 2003

**A reminder: if you haven't yet paid your Subscription for 2003 you should find a renewal form enclosed with this copy of the *Newsletter*. Would you please complete and return this as soon as possible so that you can continue as a Member of the Trust? Thank you!**

If you haven't as yet completed a **Gift Aid** or a **Banker's Standing Order** form, you should find one or both of these also enclosed. If you pay United Kingdom Income Tax, we should be very pleased if you would complete the Gift Aid form, which allows us to reclaim the Income Tax you have already paid on your subscription and on any donation to the Trust – and this is at no extra cost to you.

This Gift Aid reclaim is very important to the Trust: the claim for this year alone totals comfortably over £3,000 and so is a very useful part of the Trust's income! This figure has been helped by a recent change in the rules by which we are able to reclaim Income Tax paid on subscriptions, as well as on donations to the Trust. (If you do not pay UK Income Tax or otherwise do not wish to take part in this scheme, please let us know, for example by writing "not a tax payer" on the form and returning it to us).

Many Members already pay their subscriptions plus any donation they feel appropriate by Banker's Standing Order. This is very convenient both for you and for the Trust, avoiding as it does the annual round of renewal notices and on occasion reminders and final reminders! Should you wish to make your annual (or if you prefer quarterly or monthly) payments to the Trust in this way, please complete the Standing Order form and return it to the Trust's Secretary at the Haworth Station address. Please note that the Trust is happy to accept Life Membership fees (currently £120) by instalments paid under a Standing Order, should you wish.

Our apologies if we've got it wrong and have sent you a renewal notice or a Gift Aid or Standing Order form if you've already sent your subscription or have completed either of these. Please let us know if we are in error, so that we can do better next time!

### ...and now for news of the Trust:

#### Yet Another Award: the HRA Interpretation Award

It may seem to some of our long-time members that all our *Newsletters* start with the same three words: "Yet Another Award". Over the years the Trust has received Awards including from the Heritage Railway Association (HRA), for both the main Annual Award and the Small Groups Award; from The Transport Trust in collaboration with Scania for the 'Museum on the Move'; Awards for access facilities both from Yorkshire Electricity in collaboration with Yorkshire Museum Council and from the Yorkshire Tourist Board, and last but by no means least from Servicemark – though to be fair this was an award to our Trustee Paul Holroyd as an individual, for his work for the Trust.

Now we are proud to have won a new Award presented by the Heritage Railway Association: the "Interpretation Award". 'Interpretation' is a fairly new word when related to heritage railway activities. Like a lot of other "in" words: when it's defined, we discover we have been doing it for years, but we have not previously been asked to give it a label. 'Interpretation' can be defined as: "making something clear and understandable and telling its story". It involves learning and hopefully enjoyment – usually something you enjoy and understand you will want to try again. This Award was given to the Trust in recognition of the work which has gone into presenting our Museum at Ingrow and its contents in a way which is attractive and welcoming, and in the efforts made to bring alive the carriages and other railway items in our care. Jackie Cope was very pleased to represent the Trust in receiving the Award from Dame Margaret Weston, President of the Heritage Railway Association, at HRA's Annual Meeting in Warrington. The photograph (overleaf) is by John Crane.

The Award is a fine silver rose bowl on loan from the National Railway Museum. It was made in 1898 and does have a railway history – it was presented to the then Chairman of the Locomotive and Allied Manufacturers Association (LAMA) on his retirement in 1962.

Jackie as the Curator of the Museum has overall charge of our display but she is very quick to point out that all our working volunteers help in so many ways. The wall and other displays put in place by John Stephenson are all part of this.

Sound presentations, audio cameos and the video all come together to provide interpretation of our display. The aspect of interpretation which is more difficult to define is the willingness of so many of our volunteers to walk around the Museum with visitors and talk to them. It is not a skill which all have – but fortunately in Mike, Dave and Paul we have three who enjoy the job, as does our Chairman Trevor. They are what the National Railway Museum calls “explainers”. Their efforts and those of many others often result in another new member gained. The Judges’ comments on the Museum were very complimentary and even mentioned the “Hunt the Helper” competition, provided for the benefit of our very youngest



visitors. Seeking little furry men around the Museum (these are small stuffed toys, not working members! – though come to think of it some of us fit the bill!) and recording them on a sheet with a once monthly draw for a small prize: very simple and yet holds the small children’s attention whilst the rest of the family enjoy the Museum.

*Having now got the glitz and glitter of Awards out of the way: what has been happening at the “coal face”? Again it is pleasing to be able to report quite a lot of action. It is however action by a very small band of people – which is a prompt to say that your help would be much appreciated! Particularly with the better weather and lighter evening now with us, please consider if you can help your Trust by giving a hand with our restoration work: or, of course, if you would like to help with the Shops or anything else. If so, please contact us – the Museum’s number is 01535 680425.*

## Great Northern No. 2856

Work on the interior of this carriage continues, with much appreciated financial assistance from the Heritage Lottery Fund. Over the last few months progress has been eventful but mainly very positive. This has included a setback and an unfortunate delay, but these have been countered by very positive progress – all combining to mean that we are still well on course for our planned completion by the end of June of next year. The very positive progress was thanks to a very successful visit to the (former) Doncaster Grammar School Collection (well worth a visit, if you haven’t already done so). Here, Tony Peart kindly loaned us a genuine Great Northern Railway drop-light strap, a selection of Great Northern luggage rack brackets, and two contemporary Great Northern window blinds. These last were simultaneously a great step forward and a setback – a step forward because for the first time we found that these should be cloth fabric: and a setback because we had only just collected our prototype “new” window blind – beautifully made, but in a *vinyl* material (as a close simulation to Rexine)! Fortunately, Terry Brown of A S Pickerings of Bradford has met this sort of situation previously – we will be going back to him once we’ve finalised the *cloth* material we will be using!

Selecting the material for the blinds is dependent on selecting the material for the upholstery. Here, a number of factors (including our Upholsterer, Adrian Cunningham, unfortunately enjoying a period of poor health) have resulted in disappointing progress. However, Robin Banner (shown in the photo) has completed all the woodwork for the First Class seat

frames. He also ordered a prototype for the necessary sprung wire assembly for the seat bases. It wasn’t his fault that when it arrived it was the wrong size – Robin is now quite good at remaking these sprung units!



At the time of writing, the correct-size spring assembly is with Adrian, together with sufficient of the covering material and everything else required to complete the first seat for the First Class smoking compartment. We look forward to being able to try this prototype seat in its position in the coach. Some minor modifications are inevitable: but after this we should be able to immediately proceed with *all* the First Class seats.

The luggage rack brackets from Doncaster included a Third Class bracket identical to the (slightly broken) one we recovered from our coach some time ago. They also included rather fine First Class brackets dating from the early 1900s. These are not quite identical to those originally fitted to our carriage in 1898, but are the closest we are likely to manage. Until recently we had the embarrassment that we were somewhat underspent on our Heritage Lottery grant. We have now rectified this, by having patterns and then castings made for all the luggage rack brackets, for the missing droplight strap retainers, for various small fittings for the gas lamps, for the securing brackets for the door retaining straps – and for the Third Class seat brackets. All this cost quite a lot of money

## Our MS&L coach – and Great Northern No. 589

Worth Valley Railway's Locomotive Superintendent John Reddyhoff was recently able to pass to us technical details of the weight transfer test necessary to confirm that the suspension of 4- and 6-wheeled carriages is in satisfactory order. Basically, this involves lifting the wheels of the carriage above rail level to simulate a specified degree of track deficiency, as would apply for example at a severe dropped rail joint. The fear is that the resultant twist of the carriage underframe could result in weight being transferred away from one wheel to such an extent that it might lift off the rail surface and so derail. This weight transfer can be measured by weighing each wheel, in our case using our hydraulic jacks, now fitted with pressure gauges with the financial assistance of the (then) Yorkshire & Humberside Museums Council.

We carried out this exercise on our **Manchester, Sheffield & Lincolnshire** four-wheeler and are pleased to say that this passed the test by a very satisfactory margin. We then went to

## Metropolitan Railway Brake Coach

A certain amount of re-shuffling within the Museum has enabled this carriage to be positioned so that the Guard's Brake Compartment is accessible to wheel chair users.

## Nine-Compartment Metropolitan Railway Coach

Following sterling work by Chris Smith, the Oxenhope end bogie of this coach is now again complete, in very good order, and back underneath this coach. In the meantime, John Heaton with John Boddy, Neil Shuttlewood and David Smith have attended to the many long-standing cracks in the Keighley coach end. This is now virtually finished and looks very much better than previously. Attention has now turned to the Oxenhope end.

John Heaton is one of our two part-time employees, the other being Chris Smith. John has just returned from a period of leave. Prior to this he had dealt with the unpleasant and dirty job of cleaning the available parts of the underframe, completing everything except the section above the Keighley

but has been very worthwhile. Robin is now heavily into fettling all these castings and we look forward to seeing them finished, painted, and in position. We did not have any originals for these seat brackets and so had to go through a rather lengthy process of scaling up from the very small drawing we have, followed by a certain amount of artistic interpretation, followed by a plywood mock-up. After the patterns were made we still had to make some minor modifications – but we are very pleased with the end result.

It's a pity that these seat brackets will barely be visible, underneath the seating, when finally in position!

The side panelling under the Third Class quarter lights is now complete and is painted, as are most of the luggage rubbing strips throughout the carriage. Transfers for the ceiling patterns are on order – so good progress continues.

*Robin Bannier and Michael Cope are doing much of the work, with assistance including from John Boddy, Dave Carr, Mike Holmes, David Smith and Ray Sowerby. There remains plenty to do, at all skill levels – so why don't you consider calling in to give a hand on this important project?*

repeat the exercise on our **Great Northern** six-wheeler. However, we realised that the ends of the leaf springs for the centre axle were rubbing on to the bottom of the underframe – for a six-wheeler this is most definitely *not* a good idea! Investigation disclosed that the two shackles and the ring which carry the weight on to the centre axle, one at each end of the spring, on both sides, had worn more than somewhat over the last 115 years. Actually, the wear on each component contact point was fairly small – but there are four of these for each assembly, adding together to give a significant total.

Thanks to Chris Smith (who did the work on both these coaches, including the tests themselves) and to John Adams (who provided liaison with Messrs John Heskeths, who made new forgings, and then carried out the necessary machining work) we now are all set to reassemble this suspension, which will then be in "as good as new" condition: we suspect for the first time for many, many years.

Dave Carr has continued with the restoration work in the brake van, on occasion ably assisted by his young daughter Vicky.

end bogie (and thus not yet accessible). This included the underneath of the floor panels, now treated with wood preservative; also the battery boxes etc.

As soon as the metalwork is pre-treated, primed and finish painted (volunteers called for – apart from the paint itself if misapplied, it's fairly clean work, albeit just a little short of headroom!) we will turn the coach, run out the second bogie, and repeat the exercise on that bogie. If it's in the same condition as the first, it will be *very* dirty and quite well-used, with attention needed to quite a number of bushes etc. within the brake linkage and the suspension. It will therefore be several months before this carriage is again available for display or for passenger use.

## Southern Railway 'Bulleid'

John Wallis's emigration to the Orkneys now some time ago marked the temporary halt to work on the ceiling of the second saloon of this carriage. Happily this work has now restarted – this time by Chris Smith, having just completed the first bogie for the nine-compartment Met (see above). Hopefully this will pave the way to other work progressing on this coach.

Coincidentally, we learnt recently that Bulleid semi-open Brake Third No. 4035 of 1949 currently on the North York

Moors Railway is for sale and is likely to move to the south of the country in the near future. This coach has been in store since its withdrawal as a weedkilling train Staff coach. We hope to visit the NYMR in the near future to examine this coach and anticipate gaining useful information, including how the metal cladding is fastened and how the door apertures are formed. We may also visit the Bluebell Railway, to compare notes with those restoring Bulleid coaches on that Railway.

## SECR/SR 'Matchboard' No. 3554: Enthusiasts' Weekend triumph

The Worth Valley Railway Enthusiasts' Weekend in February was a very successful occasion with a fine array of locomotives including 80002 and Black 5 45212. The 'Vintage Train' consisted of L&Y 'Pug' 51218 paired with our No. 3554. Its Caretaker Mike Holmes had made a fine job of turning out the coach in excellent condition. A great many took this rare opportunity to travel on the Worth Valley in a side-corridor coach, with the result that this train was often full to capacity (and more).

It has been remarked that the train re-created 'Gala Days' before the Worth Valley Railway was re-opened, when this very same train shuttled up and down Haworth loop – now more than 35 years ago!

Mention of this coach enables us to again take a brief excursion into the world of carriage prints. The majority in the coach are authentic Southern Railway sepia photographic prints of locations around the country including Christchurch Priory, Ilfracombe, Sidmouth (Devon), Salisbury and Plymouth Hoe. We have been very fortunate in making contact with Greg Norden, the leading authority on carriage prints. The prints in the Chatham coach are a fine collection but unfortunately there were not enough to fill every frame. We

are very grateful to Greg for loaning six prints from his personal Collection – these we have had copied so that we can fill every frame with the correct style of print, original or reproduced. We have also obtained from Greg a set of replica carriage print frames which we will use in due course to set up an exhibition of some of our more interesting prints, so that they can be viewed by everyone.

All our prints, and the other paperwork in our archives, are available for viewing by appointment. The same applies to the library we are steadily building up (and which Keith Messent is steadily cataloguing). This library concentrates on books relating to railway carriages in general and in particular to those in our Collection, together with the various Railways to which they are related.

We will again recommend Greg Norden's book to anyone who has an interest in the varied carriage prints that formed part of the furnishing of railway carriages in the past. It is a most attractive and informative read and is beautifully illustrated.

*"Landscapes under the luggage rack": Greg Norden. £19.99 including postage. GNR Publications, PO Box 485, Bugbrooke, Northampton NN7 3ZY. Tel: 01604 830031. Email: [greg@carriageprints.com](mailto:greg@carriageprints.com)*

## 'Doncaster 150' celebrations: 26<sup>th</sup> and 27<sup>th</sup> July 2003

As part of this Summer's celebration of 150 years of Doncaster Works, Wabtec Rail in association with Doncaster Borough Council and the National Railway Museum is organising a major exhibition to be held there on 26<sup>th</sup> and 27<sup>th</sup> July. Both our Great Northern carriages have been invited to attend – both were of course built at Doncaster. A fascinating selection of Doncaster-built locomotives and carriages is expected to be present for what promises to be an excellent weekend of celebration. Details are as yet not available, but will be widely published: so please look out for these nearer the time.

As all proceeds will be given to charity there will be no reduced-price admission for VCT members on this occasion. There will however be plenty of opportunity to help man our expected publicity stand and to help tell visitors about our carriages and about VCT. If you are able to help in this way, would you please contact Michael Cope nearer the time?

## In and Out... ...Out: the Esso Tank Wagon

After much debate by your Committee, it was decided to dispose of the Esso Tank Wagon. The wagon has been in the Trust's Collection since 1990, when it was bought from the Worth Valley Railway for a token sum. It was then our intention to make the tank wagon a display piece to stand outside the Museum at Ingrow, which was of course at that time a brand new building. This did not prove to be possible as the Railway tends to shuffle stock around according to operating and special event requirements. As a result the wagon has ended up on sidings "here, there and everywhere". Museums Registration and the need for a Collections Policy also brought home the fact that this wagon was not terribly relevant to a railway carriage museum!

Being part of our formal Collection, the wagon had first to be advertised in the Museum press. With no result forthcoming, we were then able to offer the wagon outside the Museum world. We were delighted that Chris Ford, very much a Worth Valley working member, expressed an interest in acquiring the wagon with the intention of restoration and display. Formal purchase (for a purely nominal sum) followed and we are delighted that this 'Esso' oil tank wagon again has a caring owner.

Chris is often to be seen on the footplate as a Fireman on the Worth Valley. He is also very active with the 'Platform Four' drama group, often seen at special events both here and at other Railway locations, and at the National Railway Museum.

## In and Out... ...In: Display Case and Platform Trolley

We were pleased to receive a very nice display case as a gift from the **Brontë Parsonage Museum**, where it was just "in the way" following recent re-display work. It has now been commissioned in our Museum as the "Film and Television" display case. At the rate we are going it will soon be too small – but it looks fine and we are very grateful for this gift. Thank you also to Mark Collinson for providing the necessary transport from Haworth, and Paul Brown for his assistance.



Members of the **Bahamas Locomotive Society** are nearing the end of their long haul in restoring the Goods shed in Ingrow Yard to be their "Ingrow Loco" Museum and workshop. Part of the clearing-up process has involved disposing of a platform trolley which was in a poor state. Needless to say our green-fingered John and Susan Stephenson could see its potential and now after John's sterling work on the wood and metal (and as seen to the left) it is providing a colourful plant display, greeting people as they come down the yard to the Museum entrance. This combined with the tubs of spring flowers is a lovely sight in the sunshine of the moment.

## Visitors

The Trust recently has been very pleased to welcome distinguished visitors, wearing impressive gold regalia.

The very newly-reformed Keighley Town Council has designated March 17<sup>th</sup> as **Keighley Day**. Local events were organised and we were pleased to welcome the Mayor and his Lady – as seen in the photo – to the Museum, accompanied by a number of other Members of Keighley Town Council!. The party spent some time viewing the Museum and hearing our Trustee Paul Holroyd tell them about the filming exploits of our various coaches.

On April 1<sup>st</sup> our **Manchester Sheffield & Lincolnshire** coach took a very appropriate outing on to the Worth Valley Railway to welcome and transport the Lord Mayor of Bradford and the Lady Mayoress on their annual visit in the company of the Mayor and the Sheriff of Lincoln and their Ladies. This regular visit is in memory of the tragic fire at the Bradford City football stadium when Lincoln was playing away to Bradford City. Great Northern No. 2856 acted as the brake van for the journey and looked very fine, even if it as yet has no seats and so could not carry any passengers.

Our MS&L coach is sure to have passed through Lincoln on many occasions since it was built in 1876 – so the party should have felt very much 'at home' on their travels.

## Bellerophon: adieu

*Chris Smyth managed to leave behind his left-over turkey just after Christmas and visit the Foxfield Railway to see Bellerophon bow out on his final working before the necessary ten-year boiler examination. He writes of his somewhat damp experience:*

Do you remember those glorious summer days of yesteryear? When the sun beamed on gleaming locomotives? Well it wasn't a day like that. Or perhaps you recall the crisp midwinter snow which enhanced your photos of steam locos working hard, their steam hanging in the air? It wasn't a day like that either.

In fact it was a typical day for a colliery visit. Yet paradoxically the sort of day you never see in photographs. That's right; pouring rain and a murky sky. Photography virtually impossible. The light meter registering no reading and the camera insisting on turning on its flash. So pity the

photographers who had hired **Bellerophon** and Beyer Peacock 0-4-0ST No. 1827 of 1879 for a photographic charter on the Foxfield Railway on Sunday December 29<sup>th</sup> 2002.

It was an historic occasion for two reasons; the return of coal wagons to Foxfield Colliery and the expiry of **Bellerophon's** ten year boiler certificate.

For those not familiar with the Foxfield Railway I should explain that the colliery was the original reason for the line's existence. However in recent years trains have stopped at the top of the bank which led down to the old colliery sidings. Now Foxfield has taken over the colliery site and is converting



it back into a traditional industrial railway location. The line down the bank has been re-laid and locos like *Bellerophon* can operate against the backdrop of the old pit head.

Fortunately there is one sort of camera which copes reasonably well with atrocious weather conditions – the modern video camera. So although my still photos will probably be a disaster I do have some video of *Bellerophon* at work in this traditional setting. This includes scenes on the relatively warm and dry footplate plus lineside views from the shelter of old colliery offices. Copies are available in return of a suitable donation to VCT (at least £7). Thanks are due to Mark Tweedy and the Foxfield team for their hospitality on a weather filled day. Let's hope it is not too long before *Bellerophon* is back in service – hopefully in better weather!

Chris Smyth



Very much a "weather filled day": but very authentic for a colliery locomotive. *Bellerophon's* final steaming before withdrawal for overhaul: Foxfield Colliery, December 29<sup>th</sup>, 2002  
Photo: Chris Smyth

## **Lord Mayor**

*It is not often that this sturdy little locomotive is given a slot in our Newsletter. It probably works harder and gives more joy to our young visitors than any other part of our Collection. Access to its footplate provides a hands-on experience for all children (of whatever age). However this year it became the centre of attraction for one day. We let Dave Carr take up the story:*

Saturday April 5<sup>th</sup> saw the largest influx of new volunteers at the VCT for many a year, as seventeen – yes, seventeen – members of Pocklington Community Junior School's Railway Club along with three of their parents made the sixty mile journey to Ingrow, to find out what railway restoration is all about.

The object of their enthusiasm was the much-loved front of house exhibit, *Lord Mayor*: back of the queue for full restoration to working order, but deserving a make-over at the very least. As befitted the occasion, the gates were opened and *Lord Mayor* was pinch-barred out into the sunshine. Steps were pulled into place for easy access and (as seen in the photo) many made light work of sanding down. If only there had been as many helpers to clean the underframe of the Nine Compartment Met!

After a luncheon break, it was time to see who could get most green primer on their clothes. By this time Neil Shuttlewood was in full "Yes, Mr Carr – No, Mr Carr" mode, so it became time to ask who would like to go and help Uncle Neil do some painting! Michelangelo it wasn't, but soon the job of first coating was completed. There were plenty of splashes, but no damage that couldn't be sorted with sandpaper and a paintbrush. The real plus was that twenty people had begun to feel the sense of satisfaction that we regulars share week in, week out. Hopefully, some/most/all of them will return to the Railway and to Ingrow in particular wanting to contribute again.

This remains one of the challenges facing the whole of the heritage railway movement – convincing new generations of volunteers that what has been preserved by enthusiasts to date is worthy of their time and effort in the future.

After clearing away materials and tools, *Lord Mayor* was put away and the whole party, by now 17 children, nine parents and two dogs, went for the time-honoured last round trip followed by fish and ships at Haworth. A long day, a busy day, but one that everyone was keen to repeat. The task for us within the movement is to find sufficiently challenging jobs within the ability of youngsters to keep them coming back – but especially coming back to us.

My thanks to Jim Pickles who was in charge of the Museum shop that day for his patience: for volunteer Neil for helping the kids to clear up their worst excesses in green primer: and to Chairman Trevor for welcoming the party on to the train and even finding a supply of sandwiches!

Dave Carr



Members of the Pocklington Community Junior School Railway Club come into close contact with practical restoration in the shape of *Lord Mayor*: April 5<sup>th</sup> 2003  
 Photo: Dave Carr

## Barbara's retirement 'do'

*Barbara Woroncow retired from her position as Director of the (former) Yorkshire Museums Council at the end of March. Barbara has been a good friend of the Trust over many years. We always had a sneaky feeling that when entertaining the great and the good she used us and our activities to offer a visit which fell into the category of "...and now for something completely different"! She will be much missed. We were pleased that we were able to contribute to her retirement gift and to send four representatives to her retirement party, held at the Yorkshire Air Museum at Elvington – our Vice President Bill Black and his wife Betty, and Committee members Mike Holmes and Dave Carr. We leave Dave to reminisce about the occasion:*

Barbara welcomed all her guests individually, and was most generous in her praise of the Vintage Carriages Trust and its work. She was especially grateful for the efforts made recently during the visit of Sue Street, Permanent Secretary of the Department of Culture, Media and Sport, claiming that the visit had reshaped the Secretary's opinions and thoughts on the voluntary sector. Praise indeed!

The host museum – not far from the Derwent Valley Railway – is well worth a visit for the breadth of its exhibits, as Bill Black's wife, Betty will tell you. As early evening turned into dusk and then darkness, Bill continued his free guided tour (ever the canny Scot) leaving the light of his life alone in the car! Bill will tell you that he was merely casting a professional eye over the aeroplanes on display. At least he came into the mess hall before Mike Holmes, who waited until I'd bought the beer.

It was a pleasure to represent the Trust on such an auspicious occasion and to meet others in the wider museum movement.  
 Dave Carr

## The Trust's Website: or, put another way – [www.vintagecarriagetrust.org](http://www.vintagecarriagetrust.org)

The Trust's website continues to develop and expand, and it is heartening to see the increase in the number of visitors to the site. The beauty of the internet is that the Trust is able to publish up-to-date information which is available literally in seconds to anyone, wherever in the world they may live, and whatever the time of day. Whilst naturally we aim to keep our Members informed through the *Newsletter*, occasionally something will happen just after the *Newsletter* has been posted – such as the Trust finding out about forthcoming screening dates of television programmes featuring the Trust's carriages.

One area of the Trust's activities that is constantly changing is the stock of railway hardware we have for sale. Here, the Trust's website really comes into its own and we are getting a number of sales and enquiries as a result of people looking at the on-line Sales List of railwayana available in the shop. The list is usually updated at least once per week, and often more frequently, so log on to our website to see what the Trust currently has to offer.

Considerations of space and postage costs mean that occasionally we have to limit the length of articles in the *Newsletter*, but there are no such restrictions on our website, where we have been able to go into greater detail about the filming of *Sons and Lovers* than we could in the *Newsletter*. The Trust's filming activities have benefited from having an internet presence – film companies are now able to instantly look at photographs of our carriages, where previously we either had to put photographs in the post or visit the film company personally. We are also able to list each of our 50+ filming credits as a way of reassuring film companies that we know what we're doing!

The web pages for individual carriages now list each individual carriage's film appearances, as well as an "at a glance" current status indicator. We plan to further improve the coverage of our own carriages in the coming weeks. Many of our museum visitors are surprised to learn that First Class ever existed on the London Underground and we have added snippets of information regarding our Metropolitan carriages.

The Trust plays an active role in the local tourist initiative, the Brontë Country Partnership (BCP). VCT's website links to the BCP site, which offers details of events, other attractions and accommodation in the area. We also make a conscious effort to include details of events in Ingrow yard on our website – such as the 'crankups' organised by the Aire Valley Vintage Machinery Club and the heritage bus links from Ingrow to the Keighley Bus Museum.

The other main feature is the Preserved Carriage Database, listing over 4,000 carriages in the British Isles, with more than 3,400 images. Take a look at the search instructions and see just how simple it is to use, and how useful it is.

Good as the website version is, the CD-ROM version is even better, and version 1.05 has just been released with over 700 updated photos since the previous version. The CD-ROM allows you to search by up to 17 different criteria, offering vastly superior search facilities. The cost of the CD-ROM is just £15 plus 60p UK postage & packing.

If you already have purchased one of the earlier versions of the CD-ROM (up to 1.03) this can be returned and a new one will be sent at the cost of £5 plus 60p p&p.

Payment can be by cheque or we accept most Cards (but not Diners or American Express).

*Paul Holroyd*

## Cleethorpes Coast Light Railway

Plans are afoot for the next VCT Day Out. Later this year (possibly August or September) we are hoping to arrange a 'behind the scenes' visit to the Cleethorpes Coast Light Railway, possibly to include a ride in coaches from the Sutton Collection.

Members interested in taking part in this visit should contact Dave Carr on 01759 304176 to ask to be included in the mailing as details become available.

## Congratulations

We end on a note of congratulation to our friends at the other end of Ingrow Yard, the Bahamas Locomotive Society, who will be celebrating the Official Opening of "Ingrow Loco" on May 17<sup>th</sup> with a special train for invited guests. These will include David Morgan, Chairman of the Heritage Railway Association, who will be performing the Opening itself.

The volunteer members of the BLS have worked hard to create a unique museum and locomotive restoration facility in a very limited space. The result is well worth a visit and we look to joint co-operation between BLS, the Worth Valley Railway and ourselves in the future.

## Other Notices

We hold regular **Working Weekends**, on the second *full* weekend of each month. So: the dates of the next few are:

**May 10<sup>th</sup>/11<sup>th</sup>: June 14<sup>th</sup>/15<sup>th</sup>: July 12<sup>th</sup>/13<sup>th</sup>: August 9<sup>th</sup>/10<sup>th</sup>.** Any time, from about 11 am each day.

We also hold **Working Evenings** on the **First and Third Wednesday** evening of each month, from about 6.30 pm onwards.

You are invited to join us for any of these. There are jobs of all sorts, not just in the Workshop. Let us know your interests and we will try to find you a niche. We look forward to welcoming you!

**Gift Aid.** If you have completed a Gift Aid form in favour of the Trust – a reminder to please let us know if your circumstances change and for any reason you stop paying United Kingdom Income Tax.

**What's missing?** Observant readers will have noted that there hasn't been an Appeal, either in this or the previous edition of the *Newsletter*. Our apologies for this omission, which we will endeavour to rectify as soon as is possible. Hopefully this will be by two, not just one, Appeals: one to help towards getting *Sir Berkeley* back in steam, and the other to help with yet another building extension – a new frontage for the public entrance to our Museum. This will provide an essential second access to our Library store area and meeting room. This is perhaps not the most exciting project ever, but it is very necessary – hopefully we will be able to give you full details in the next edition.

**AJECTA.** AJECTA is our French twinned body, the Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois. AJECTA is based at Longueville, close to Provins, at the outermost extreme of the Paris suburban rail network. Their website is [www.ajecta.org](http://www.ajecta.org), their email address is [trains@ajecta.org](mailto:trains@ajecta.org) and their postal address is: Dépôt des Machines, B.P. No. 1, 77650 Longueville, France. Information about their railtours is available from the website or from the Provins Tourist Office: telephone (00 33) 1 64 60 26 26; fax (00 33) 1 64 08 68 56.

**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.

**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!