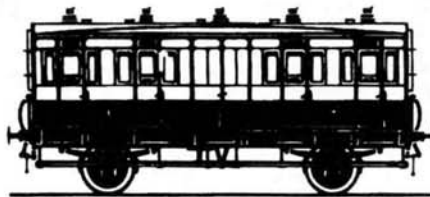


VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Charity Registered in England No. 510776 Registered Museum No. 1202

Members' Newsletter: October 1996

As each Newsletter is 'put to bed' we tend to think that there will now be a time of quiet and there will be nothing much to report in the next issue. So far this has never been the case and at the moment things are happening on all fronts and it is difficult to know where to start and when to finish.

This letter contains many different kinds of news; mostly good, but some with great sadness.

Of course there is the continuing news and further details of our Heritage Lottery Fund success which we reported to you in the mini *Newsletter* of 14th August last. The grant is only the beginning of the story which will involve all members!

At the same time there continues to be news of activities in other areas of the Trust. News of *Sir Berkeley* returning to his roots, of *Bellerophon* in Gala mood at the seaside. There are future plans and other ongoing activities. Yes, it continues to be a lively scene and the rest of 1996 and 1997 looks like being a busy but interesting time.

The two pieces of sad news –

Sue Smyth, the wife of Chris (former Trust Chairman and present Trustee), died very suddenly on Wednesday 3rd July. Chris and their young son Christopher David, Chris and Sue's Mothers and other family are in our thoughts and hearts at this time of great loss and of major adjustment in their lives.

Trust friends attended the funeral and cremation held in Knutsford and Manchester, and a floral tribute was sent from the Trust. Chris is asking for any donations in Sue's memory to be sent to him for Cancer Research. His address is 7 Woodside, Knutsford, Cheshire WA16 8BX.

Chris has laid aside his various railway activities for the time being whilst he sorts his life. He plans to stay in Knutsford, where young Christopher has just started in the junior department at school. We are sure that all member will want to make Chris aware that he has the love and support of his friends in the Trust, on the Worth Valley Railway and in the railway preservation world.

We also, at the time of going to Press, have the sad news that **Audrey Jones** has died.

Maurice and Audrey have in recent years become regulars in

manning the Trust's Keighley Shop on a Sunday. We do send our sympathy to Maurice. He assures us that he will be back at Keighley very soon and we do wish him well.

The Officers of the Trust had the difficult task in July of keeping a secret! We were contacted by the Heritage Lottery Fund in early July and told of our success in gaining a substantial grant of £189,600 (sorry we forgot the £600 in the mini-*Newsletter*!). This is 75% of the estimated £252,800 needed to complete the Ingrow buildings by adding a rearward extension. The telephone call telling us the great news was accompanied by strict instructions that we must not tell anyone except Trust Officers until the Lottery Fund's press date of 14th August. The excitement of announcement day brought several interesting sights and happenings. Robin, our President, was to be seen and photographed in Ingrow yard waving a glass of champagne. Bob Stott (Committee member) was photographed leaning nonchalantly against the Midland coach. Any member who knows the location of the Midland coach in the dock road at Ingrow will know that it is not easy to lean against it, particularly nonchalantly! Then there is the story of the member who nearly had a road accident when on his car radio he heard Jackie Cope being interviewed by a Radio Leeds reporter. After the initial excitement we are now back to the bread and butter days of sorting out what we have gained and what we have to do to earn it. Contracts have to be signed, and our lease with the Keighley and Worth Valley Railway Company which commenced in 1988 is in the process of being sorted and extended to a full 99 years for the whole building. No Heritage Lottery Fund money will be forthcoming until this is achieved. We do thank Nigel Ward as our Solicitor for the work he is doing in sorting this out with the Worth Valley Railway Company's Solicitor, Richard Greenwood. Then there are the complications involving recent legislation concerning VAT exemption on admissions and the consequent effect on reclaiming VAT on Capital Projects. If you would like to know the intimate details of this please do ask, but it is enough to say here that we can see the way forward on this and should be able to report good news by the end of October. It certainly will not stop the project going ahead.

The project is described on the HLF application form as: *'seeking to provide improved access facilities (especially for the disabled) and further undercover accommodation for the Trust's Museum Collection of historic railway carriages (along with three small locomotives and other railway items). A Collection of importance in illustrating our railway heritage. This will be achieved by building an extension on land to the rear of the present Museum building. Included within the extension will be a dedicated workshop space, appropriate work facilities, and a viewing gallery with disabled access. In the present building a purpose built access platform will be installed (again with disabled access), and an audio frequency induction loop system will be installed to aid visitors with impaired hearing to enjoy the sound interpretation of the Collection. All this to allow the Collection to be covered, securely protected, worked upon, accessed, interpreted and enjoyed by all.'*

It is for this project as described that the Trust has received 75% of £252,800. This leaves 25% or £63,200 to find towards this and most importantly we have a promised £33,750 from the Keighley Single Regeneration Budget Challenge Fund, which is spread over three years starting this Autumn. This leaves £29,450 which must come from the Trust's own resources and from work carried out by our own volunteer labour, which is costed at £5.75 per hour or £46 per day. The end product of all this is that we urgently need to raise a further **£15,000**. This is in addition to the anticipated proceeds of the Raffle, which draws to a close when the Draw is made immediately after our Annual Meeting. We feel that this sum is fully attainable – so long as it is with *everyone's* support! So: remembering that **"We've done it before – We can do it again"**; if you can help in any way towards this sum, would you please send in your gift towards this final and very important stage of the Trust's building programme as soon as you can? Certainly we've done it before – with the initial Museum building and its 'Sideways' extension: but, with the enormous help of the Heritage Lottery Fund Grant and the Keighley Single Regeneration Budget Challenge funding, this is "The Big One" and gives us the opportunity to *complete* our planned Museum building at Ingrow. The prize of getting virtually all of our Collection under cover, together with the major improvements to our Museum, is one that we really cannot afford to miss!

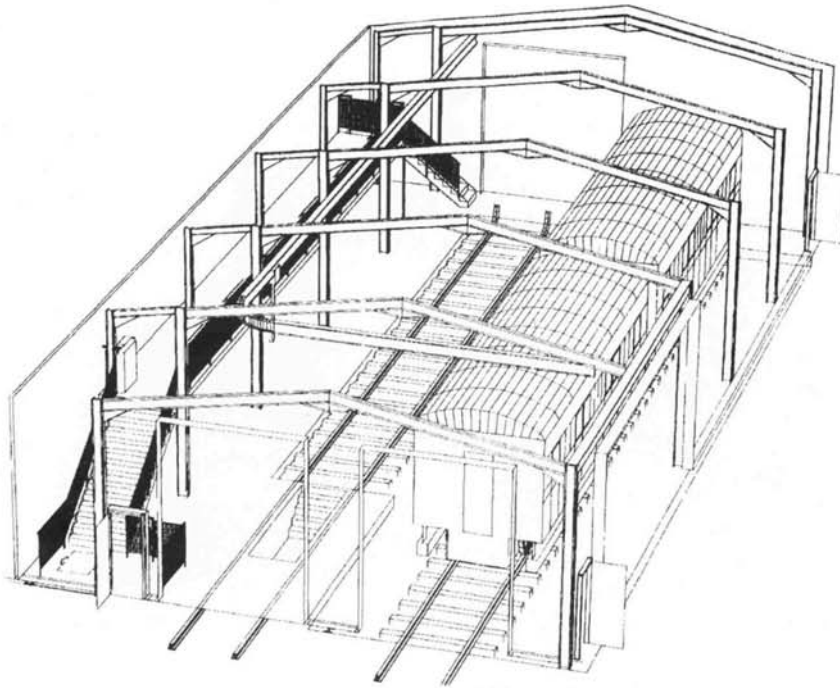
You will find an Appeal Form, and a reply envelope, enclosed with this copy of the *Newsletter*. If you can help towards this target of £15,000, would you please complete the form and return it to Jackie Cope, together with your remittance, as soon as is possible? As you will see, we can now accept donations by Visa, Access or Mastercard. If you find this a more convenient way to make your gift, please don't hesitate to use this method – but please note that this is *only* by Visa, Access or Mastercard, and none of the other 'plastic currencies'.

The Trust's sincere thanks go to those who responded to our invitation to show how you can help which appeared in the mini-*Newsletter* of 14th August. We have been most heartened by the continuing support shown by Members as donations or pledged donations and loans and pledged loans have come in. We realise that it is not long since we came to you for the Sideways extension, but the opportunity afforded by the generosity of the HLF and the Keighley SRB must not be missed. We have this opportunity to finalise our Ingrow building making it into the Museum carriage shed and workshops with all facilities. It will then indeed be our headquarters. If you can help: would you please do so, now?

Before leaving the subject of Heritage Lottery Fund we must pause to congratulate two other bodies to whom we are closely related on *their* successes. The August round of grants revealed the news that the Lancashire & Yorkshire Railway Trust has received a grant of £95,000 towards the planned £119,442 restoration of 1881-built L&Y 0-6-0 locomotive 752. Even nearer to our Ingrow home, the Bahamas Locomotive Society has received a grant of £87,700 which represent 59% of the £148,925 needed to complete their building at the other end of Ingrow Railway Yard. Their aim is to transform the station end of their building into a railway museum which through its exhibits will tell the story of the development of Railways in West Yorkshire. Our heartiest congratulations to both. The press release from the HLF quotes Anthea Case, Director of the HLF, as saying "Railway enthusiasts around the country will, I know, welcome this contribution to the Yorkshire Dales railway heritage. It brings enormous enjoyment to very large numbers of people as well as creating employment and activity in this attractive valley." We certainly would not argue with those sentiments – though we do wonder whether the Yorkshire Dales have stretched a little?

The 'Rearwards Extension' will occupy virtually all of the land shown here. This view is looking North towards Ingrow Station: Worth Valley's main line and Ingrow sidings are to the left, Haggas' Mill to the right. The pipe in the near foreground was left over when Gingerbread Clough was culverted at this point.





Architect's computer drawing of the Rearwards Extension. Note the pit, the overhead hoist runway, and the Visitors viewing gallery, complete with its Stairlift. The extension will increase the length of the present building by well over one half.



The project also includes replacing the present somewhat inadequate central walkway (seen above) with a purpose-built fully-accessible platform, allowing access to all carriages in the present building. As well as providing improved access for all, this will greatly improve safety – not the least by allowing us to dispense with the miscellaneous selection of access steps currently in use elsewhere in the Museum.

And now.....

some other aspects of the Trust's activities:

The homeward wanderings of Sir Berkeley

One of our rostered volunteers at Ingrow is a certain Ian Smith. It is now widely known that this man leads a double life! He is also the Chairman of that very historical and lively little Railway in Leeds, the Middleton Railway. It was Ian's great joy to be able to welcome a member of the aristocracy to Middleton during the summer in the form of none other than the Vintage Carriages Trust's own locomotive Sir Berkeley. As far as Ian and the rest of the Middleton team are concerned the locomotive was as he writes below 'Coming home'. He writes:

"Following his adventures in the Netherlands, our historic Manning Wardle Sir Berkeley was looking for a new home in England. He was unable to return to Ingrow due to preparations for our 'rearward extension' and there was little prospect of use on the Worth Valley Railway in any case. I therefore 'changed hats', replacing my VCT one with my (even larger some say) Middleton Railway one and an agreement was drawn up to allow Sir Berkeley to come to Leeds and work at the Middleton.

Thus it was that a large low loader was to be seen drawing up outside the Hunslet Engine works in Jack Lane Leeds. Yes, on a bright and sunny morning Sir Berkeley 'came home'. The purpose of the stop was to allow the Yorkshire Evening Post to photographically record the locomotive standing outside the manufacturers works. The Boyne Engine works of Manning Wardle & Co. now forms part of the Hunslet Works site. This was perhaps the first time that the locomotive had visited Leeds since being re-built in 1909. The locomotive then moved on to be unloaded onto Middleton metals. After being inspected 'Sir B' was test steamed on Sunday 2nd June and for the first time in over

40 years a Manning Wardle could be seen working on the Middleton Railway, an historic moment indeed. The engine was steamed slowly to check for leaks/defects etc. and it was immediately apparent that there were none. It was also apparent that our Dutch friends had cleaned parts that other cleaners cannot reach! I have never seen an engine so spick and span outside the display at the National Railway Museum! It was decided to run the loco on one passenger train to see how he ran and thus I backed him onto the 1420 departure



*Sir Berkeley on the Middleton Railway.
On this 'Friends of Thomas' weekend, we can't accuse Sir B of being an anonymous, faceless person! Photo: Paul Holroyd*

from Moor Road using great care as it was obvious that the steam brake didn't, at least not when I wanted it to. This was rectified during the day when it was realised that it required rather more oil than most of Middleton's engines – perhaps VCT should buy shares in Shell.

One nice feature of the good old days is 'Sir B's' lack of cab. Good visibility is assured but it does get damp when it rains. The loco romped up the steep line to Middleton Park without any problem whatsoever. I was very pleased and proud to be driving our historic engine and reflected that the last Manning Wardle had left the Middleton Colliery line in 1953 – that's a long time to be without a Manning Wardle on a line which pioneered the Leeds loco building industry. Since that successful steaming, 'Sir B' has performed about once every six weeks and will continue to do so until November, when he will be stored for the winter. The latest issue of Middleton's magazine *Old Run* has no less than five photographs of the loco which lead one prominent VCT member to remark it ought to be renamed *VCT News*. VCT members are very welcome to come and see the loco operating at Middleton. The next two steamings are on the 13th October and 13th November. I look forward to meeting you there."

Bellerophon: The Trip to The Sea Side

Whilst Sir Berkeley is chuffing around the Middleton metals our other itinerant locomotive Bellerophon has finished his summer at the East Anglian Railway Museum where he/it enjoyed great success. Trustee Paul Holroyd who is in charge of all hiring of our stock decided that old Bellerophon needed a holiday and an appearance at the North Norfolk Railway gala was arranged. Paul decided to take himself and his family for a Friday day out to see the Sea, the windmills and Bellerophon in action. He writes:

"On 28th August following a very successful visit to the East Anglian Railway Museum, Chappel & Wakes Colne, *Bellerophon* left the delights of rural Essex for a holiday at the seaside – and a longer line – in the guise of the 5¼ mile North Norfolk Railway. This part of Norfolk is anything but flat and the railway boasts gradients of 1 in 88, with *Bellerophon* being required to haul trains of four coaches. The NNR gala weekend began on Friday 6th September and I was able to spend a few brief hours enjoying the event. Arriving at Sheringham we found *Bellerophon* was at the far end of the platform near the overbridge taking water before backing onto the stock of the 10.53 am departure from Sheringham to Holt. Your reporter made a bee-line for the Gresley restaurant Buffet no 51769, built at York in 1937. The other three carriages were all Mark 1's. As we left Sheringham and started the climb to Holt we were struck by the numbers of photographers on the lineside even on a Friday and they seemed delighted to see *Bellerophon*. At Weybourne traction engines were on display and fairground rides were available. After crossing the third trainset at Weybourne, we continued to Holt where the regular 'Holt Flyer' connecting horse-bus service was waiting. After running round the train *Bellerophon* took water before returning to Sheringham. After watching *Bellerophon* make a spirited departure from Sheringham double-heading with Hunslet saddle tank no 3809 it was time for us to return to Essex. Our visit may have been brief but it was memorable and our longest journey behind *Bellerophon* for some time."

Bellerophon: slightly eclipsed?

Our congratulations go to the Tanfield Railway on their successful restoration to steam of Black Hawthorn 0-4-0ST *Wellington*, built in 1873. This locomotive now takes from our own *Bellerophon* the mantle of the oldest standard-gauge

steam locomotive in working order in this country – albeit by only a single year of seniority! Could a meeting of the two can be arranged sometime? Their combined age of two and a quarter centuries should make this well worthwhile!

Our locomotives: future steamings?

All being well, *Bellerophon* will return to the Worth Valley Railway in time to make a modest appearance at the Railway's Enthusiasts' Weekend ('Wheels in Motion') on 12th/13th October.

For 1997, *Bellerophon* should be in use on the Railway for the three days of May Day Bank Holiday weekend, May 3rd, 4th and 5th. This will be the Spring Enthusiasts' Weekend. *Bellerophon* should also be in use on Sundays 11th and 18th May 1997, which are the Railway's planned two Vintage Train days for 1997.

At the time of writing, there are no other confirmed plans for *Bellerophon* for the remainder of 1996 or for 1997. Sadly, the same applies for *Sir Berkeley*, in that the Railway sees no use for this locomotive until at least the end of 1997. So, other than the present occasional use at the Middleton Railway, this locomotive also is 'For Hire'. In this context, any Member who knows of a suitable site which could make acceptable use of either locomotive, would he or she please contact Paul Holroyd, either via VCT, c/o Haworth Station, or by ringing him on 01268 764496?

However, there is a possible, but at the time of writing far from certain, use for *Bellerophon* over the Winter period. If this *does* happen, we will let you know!

Reminder – Annual General Meeting: Saturday 26th October 1996

You should already have received the formal Notice of Meeting and Agenda, sent out with the 'Special Edition' Newsletter dated 14th August 1996.

However, by way of reminder: our Annual Meeting this year will be held at the Beeches Toby Hotel, Bradford Road, Keighley, at 2 pm on Saturday 26th October. Note the change of venue! To reach the Toby Beeches Hotel: leave Keighley Station, turn right towards Bingley – some ten minutes brisk but flat walking will bring you to the Hotel, immediately before the big roundabout on the A650 road (which is the main Bingley to Skipton dual carriageway road). There is a fairly frequent bus service from Keighley to this roundabout and onwards (via the old road) to Bingley and to Bradford – and of course vice versa.

The Annual Meeting will be preceded by an informal lunch in the Hotel's real-ale Bar. Sandwiches etc. are around £2.50; bar meals from about £5. If you are able to join us for this, please meet in the Bar from around 12.30, and certainly not later than 1 pm.

As previously advised, nominations for the positions of President, up to three Vice Presidents, Chairman, Vice Chairman, Secretary, Treasurer, Membership Secretary, up to four Committee Members and one Trustee are now called for and should be sent to the Secretary, VCT, c/o Haworth Station. These nominations should include the signature of the nominee as willing to stand. In accordance with the Constitution, nominations may be accepted at the Annual Meeting only if an insufficient number of nominations for that post has been received prior to the Meeting.

Raffle

The draw for our Raffle will be made immediately after our Annual Meeting. So: if you have any raffle ticket stubs which should be entered into this draw, would you please be sure to return them to Robin Higgins, c/o Haworth Station, to be received by him before this draw takes place? Please don't forget to enclose also the money which relates to these stubs! Winners will be notified during the week following the Annual Meeting.

And please note that raffle tickets will continue to be on sale at our Shops and at our Museum until just before this date (26th October), so you can if you wish purchase what may or may not be one of the (many) winning tickets at any time up to then! There are many good prizes including the £100 first prize and the £50 second prize – also a bottle of a good malt whisky, chocolates, at least two bottles of wine, and the most interesting cork screw in the world (kindly donated by our Printers).

Three Mets and a Knight

You may have been viewing the BBC 'Holiday' programme on Tuesday 24th September. If so, you will have seen Sir Cliff Richard soaking in the beauty of the Brontë Country in preparation for his forthcoming role as Heathcliff in Emily Brontë's *Wuthering Heights*. It is fortunate that Sir Cliff did not stick too closely to the story line and that he found time to visit and be filmed on the Railway. The sequence showed him boarding a train at Damems, comprising the Trust's three 'Dreadnought' carriages. As Ian Wylie saw the train away, Sir Cliff settled into the comfort of the First Class (of course) Met. No. 509 for his short trip to Haworth. LMS 'Jinty' 47279 provided the motive power, with VCT President Robin Higgins as Driver.

Coaches: continued progress

The Bulleid coach progresses, at both ends. The end reported in May as being nearly complete is now *very* nearly complete, awaiting only a small amount of upholstery detailing (itself rather dependent on the televised football matches not being too exciting – Dave Hemingway is attending to this as 'homework' whilst watching these matches!), the seat numbers, and removing the fluorescent light fitting. We then should be able to admit our visitors to this end of this coach, which in itself will be a useful contribution to the overall presentation and content of our Museum.

At the other end, most of the various bits and pieces have been moved elsewhere, with those few that remain being now covered in a very tenacious white dust. This is the result of work which is well under way with the tedious, very uninspiring and incredibly dusty (but nevertheless absolutely essential) task of removing the old paint from the ceiling. Despite the appeal in the May *Newsletter*, we have not exactly been overwhelmed with volunteers wishing to help with this task – so special thanks to John Heaton, Neil Gill, Robin Higgins and Michael Cope for tackling this! Those who (doubtless for excellent reasons) were holding back may like to note that the next exciting phase is to put paint on to the ceiling. Only three coats: primer, undercoat, gloss. If you

would like to help with this (or with any aspect of our restoration work); please join us on any *first* or *third* Wednesday evening, at the Museum, from about 6.30 pm: or call in at any time to have a look at the various available jobs and speak with Bob Stott or Michael Cope (try 01535 680425 or 01535 646472). Painting, varnishing, surface preparation and woodworking skills are handy, but are by no means essential – so do please come forward!

Good progress is being made with the **First Class Metropolitan Railway** 'Dreadnought' coach, for which the only significant bodywork shortages are now two luggage rack wire nets (to reinstate) and the small brass droplight strap retainers which are mounted on to the droplights themselves (to find, or to make). For these last, we seek a volunteer – if you have contacts capable of casting and finishing maybe a dozen of these small brass items (or if this is your own line of work), could you please contact the Secretary? As far as the luggage rack nets are concerned, having established that two of these were too wide your Secretary took them back to the old-established Keighley wireworkers, Bethel Rhodes & Son, to be reduced appropriately in width. As the man said: 'We haven't done any diamond mesh for a bit. Was it about fifteen years ago that you came in for these?' He was right! Restoration work on this coach *has* moved rather slowly!

After quite some interval, the **Met Brake** is again seeing a flurry of activity, with painting and re-varnishing work in progress in the second of its seven compartments. The reason for this is twofold. The first is a possible hire to another Railway: the second is that it won't be long now before condensation again becomes a major problem in the Railway's Oxenhope Carriage & Wagon Shed, where this coach currently reposes, and it would be pleasant to see some progress with this 'one compartment at a time' rolling restoration programme before the 'wet season' sets in. The possible hire is a long way from being a certainty; however, if it does happen, payment for this may be by a volunteer from that Railway 'sprucing up' the exterior of this coach, the paintwork of which is now at the 'rather tired' stage. Paul Kirkup's varnishing work on the **Chatham coach** has been very successful, with in particular the ledges showing a very considerable improvement from their previous 'rather too well worn' state. Paul has also done similar work on the First Class Met, the Met Brake, the Bulleid coach, and sundry doors in the Museum: all of which is very much appreciated! The Chatham coach remains otherwise in excellent order, and is popular with our visitors. Unfortunately, the batteries – which in any case were redundant elderly 'throw outs' from Worth Valley Carriage & Wagon as they updated the batteries in other coaches – have now decided to completely expire, so we are no longer able to energise the coach lights during Museum opening hours. This leaves the coach rather dark and gloomy. We are investigating the cost of new batteries, of a size appropriate for the present usage, and of a suitable modern battery charger. Much now depends on the prices received; also on whether the Met Brake does go elsewhere for a time – in which case the Chatham coach may be offered to the Railway for use as a 'Vintage Train' Brake during this absence.

Within the **East Coast Joint Stock** coach, Dave Johnson has now just about completed the authentic restoration of the Guard's Brake compartment, with the colour scheme now as correct as can possibly be.

Recently we welcomed two members of the Quainton Road group, who had with them a genuine Great Northern Railway duckett lamp. This looked absolutely splendid when mounted on our coach. Sadly, they took it away with them: but, as and when funds permit, the way is open to obtain quality replicas, using this original lamp as the basis. There is a slight problem in that inevitably these replicas will not be cheap, and we do actually need *four* of them, as the Great Northern bogie coach also will need a pair.

Talking of which: the **Great Northern bogie coach 2856** has seen no work at all this year. As applies also for the **Midland coach** and the **Midland oil tank wagon**, the priority is to get it under cover. Thankfully, this is now a very real possibility and could be the case by this time next year! Our **Esso oil tank wagon** currently is posing on the Keighley turntable headshunt, where it looks quite impressive.

Sadly, there's no progress report concerning the **Scammell** tractor unit or trailer, both now resident at Damems Mill. It's on wheels, so maybe it should be mentioned here: after a period of inactivity, the restoration of 'Big Bertha', the **catering trolley**, is about to restart. The hold-up has been to get all the various metal pieces requiring chroming together and complete. This has now been done, and all are at MAJ Hi-Spec Ltd in Keighley for chroming. Their return is now imminent, which should allow Dave Hemingway to make a Great Leap Forward in the restoration of this trolley. In fairness to Dave, magazines and sorting out the new entrance door have taken up quite a bit of his time! (Again, you will notice that we are using local industry – which we prefer to do if at all possible.)

The Mayfield clock

This project (like several other projects?) is one which feels as if it has been with us for a long time. Indeed, it *has* been with us for a long time – it's just on a year since the various bits arrived! However, the clock is now in position, complete, ticking, and keeps going quite reliably. The niceties of accurate timekeeping have yet to be resolved, not helped by the pendulum rod itself being too long (with insufficient thread on its lower end), and with a minor mechanical problem at the suspension end. Rectifying this is well in hand, with otherwise the only remaining job being to fit the now-obtained piece of safety glass into the clock cabinet front. The long-heralded mini-Event to commemorate the completion of relocating this clock from Manchester's former Mayfield Station to our Museum at Ingrow cannot be too far away!

Our Shops, and Shopping

One of the most important sources of income for the Trust is of course the three shops which we run at Haworth, Ingrow and Keighley. There is no doubt that the shop at Ingrow being in the welcome area to the Museum has attracted the visitors. It is possible to browse in the shop without actually going into the museum and we are now finding that we have regular visitors to the shop, the magazine back number store,

and the Library. A small amount of souvenirs, mostly for the 'Thomas the Tank Engine' enthusiast, is sold at Ingrow shop where it is not in direct competition with any Worth Valley railway retail outlet. Haworth and Keighley continue to sell books and other railway items, passenger timetables and in the case of Haworth full year magazines.

We are still very much in the sorting stages of our retail trade. The continuing development of Ingrow does mean that it has become our centre. We are still trying to find a way to make it our postal address. The vandalism risk in the area (fortunately not translated to any actual damage for quite a long time past!) does not help the positioning of a suitable post box. Any ideas on this would be welcomed.

There is no doubt that the shopping habits of the visitors and enthusiasts have changed significantly in recent years. Sunday trading relaxations and increasingly family parties outnumbering the railway enthusiast are causing the Trust to think seriously about the whole of its retail operations. We do however know for a fact that a shop which is not open will not succeed! We therefore do urge any member who can give the occasional day to man one of our shops to get in touch. It does not have to be a regular commitment and the more there are the less it need be so. If you can help please do ring the Museum on 01535 680425 any day between 11.30 am and 5 pm, or write to the Trust. We look forward to hearing from you.

The Trust takes this opportunity to say a big 'thank you' to all those who man our three shops and we especially think of Malcolm Loukes who due to continued health problems has been unable to fulfil his role as Shop Manager in the way we know he would like. We do wish him well and hope to see him back in action very soon. We know that he is eager to see all the three shops doing well in their different ways.

Twin Happenings

Members will be aware that our Trust is 'twinned' with the French Association AJECTA, based at Longueville, close to Provins, some 60 miles from Paris, at the outer end of the suburban rail service from the Gare de l'Est.

AJECTA's activities include mainline steam tours. The remaining one for this year is scheduled for Sunday 24th November. This tour is AJECTA's well-established 'Champagne Express' from Paris to Rheims, to return after what undoubtedly will be an excellent lunch – with champagne playing a prominent part!

AJECTA's address is: BP No. 1, 77650 Longueville, France. Price and other information about the tour is available on AJECTA's behalf from the Tourist Office in Provins: telephone (00 33) 1 64 60 26 26; fax (00 33) 1 42 93 18 57.

Charities Aid Foundation

Our Charities Aid Foundation 'Give as You Earn' Registration Number is 00230500. Those Members who take part in this CAF scheme as part of their pre-tax Payroll Giving may like to note this number and to consider making gifts to the Trust (either as a 'one off' or on a regular basis) via this scheme. All that is necessary is to quote 'Vintage Carriages Trust' and the number 00230500 on your Charity Choice Form or Coupon. This represents a simple and tax-efficient means of making donations to the Trust, as CAF

will recover the Income Tax you have paid on your donations and will forward the total payment to VCT. If you take part in this scheme, please consider supporting VCT in this way! and can we take the opportunity of thanking the at present anonymous person who makes a regular gift through this scheme? We have no means of knowing who you are, and would like to thank you personally – so could you please let the Secretary have your address? In the meantime, thank you for your continued support!

At the Cinema

The cinema film *Jude*, starring Christopher Eccleston ('Our Friends in the North'), Kate Winslet, Liam Cunningham, Rachel Griffiths and June Whitfield, is released on 4th October. Directed by Michael Winterbottom and produced by Andrew Eaton, the film may include footage of VCT carriages filmed on 24th January. We were involved only in distant shots, not in sequences featuring the main characters (see the March *Newsletter* for more details). Penguin Books release a tie-in edition of Thomas Hardy's novel on 3rd October, priced at £3.99.

Also for release this Autumn is the big-screen version of Joseph Conrad's novel *The Secret Agent*. As detailed in previous editions of our *Newsletter*, our coaches should be much more visible in this film! Written and directed by Christopher Hampton, Bob Hoskins, Patricia Arquette and Gérard Depardieu star in this story of terrorism in London at the turn of the century. Again, Penguin are publishing a tie-in edition in early October.

Your help, please!

Help with Publicity is always very welcome. If you have a good outlet for our leaflets – whether it be a shop, dentist's waiting room, Tourist Information Centre, or whatever – please write to the Secretary (c/o Haworth Station) for a supply, or pick up a few from Ingrow on your next visit and distribute them appropriately.

Aluminium cans: as always, please continue to bring your aluminium drinks cans to Ingrow Museum. These continue to represent a very useful supplementary income for the Trust.

The Reference Library (at Ingrow Museum) is available for any Member to use whilst the Museum is open. If as well as – or, indeed, instead of this – you would like to 'watch the Shop' for an hour or so, we should be especially pleased to welcome you! If travelling any distance, please first ring the Museum (01535 680425) to confirm that it will be open.

Also, we should be pleased if you have any appropriate books or other documents you would like to donate specifically for use within this Library. These should be relevant to the Trust's theme – in other words, to rail travel and especially rail travel as seen by the passenger. If you have any such items, would you in the first instance please contact our Hon. Curator, Jackie Cope (VCT, c/o Haworth Station), so that she can check with you suitability and that there is no duplication.

We are always on the lookout for **items to sell in our Shops**. Anything – so long as it is railway-related, please! So: if you have railway books, or videos, or any items of hardware (trespass plates, cutlery, pay checks: just anything!) which are surplus to your collection, we should be pleased if you

would like to consider giving them to the Trust for us to sell to help towards our building, conservation and preservation work. Should you prefer, we are happy to make cash offers as appropriate (but we regret not for relatively recent magazines). By the same token, if you know of anyone else's collection which may become available, please let us know – we have an urgent need to keep all three of our Shops well stocked and trading profitably!

Members are reminded that the Worth Valley Railway kindly allows **half price travel** on production of a current Membership Card – but not for Thomas or Santa trains or for other 'special occasions'. This concession should be readily available. If however there is a problem, please let the VCT Secretary know.

Data Protection Act: the Trust's Membership records are kept on a computer. They are for the sole use of the Trust and are not made available to outside bodies. If nevertheless any Member does not wish his or her records to be kept in this way, would he (or she) please contact the Secretary.

Internet: those who are appropriately equipped can read about the Trust on:

URL <http://www.url.ac.uk/pers/1278/RIy-Pres/vct.html>.

Multiple copies of the Newsletter: normally we send only one copy of each Newsletter to families and others living at the same address. Should you wish to receive more than this one copy, please let the Secretary know.

'Minor Works': lighting; entrance door

Philip Walton, assisted by his Gopher, John Wallis, is progressing well with installing the new lighting fittings. This project is with much-appreciated financial assistance from the Yorkshire & Humberside Museums Council. With something like three quarters of the fittings now in position and working, the benefits of these modern high-frequency units have become very apparent, giving much-improved lighting but with what are anticipated to be considerably reduced running costs.

The rather full activity of these last few months has resulted in some delay to the project to provide a new entrance door, this being with the help of a further grant from the Museums & Galleries Commission. However, work on this is now very actively in hand, with the entire midweek team of Bob Stott, Dave Hemingway and Peter Butcher working *very* hard to complete this. The woodwork is being attended to by Stuart Mellin, almost as well known as the Ingrow West Station Master as for his 'day job' as a Carpenter and Joiner. The roller shutter security door is due to arrive and be installed in (at the time of writing) only four days time, so there is definitely a defined timescale!

We await expectantly to see by just how much this new door improves the appearance of the Museum's entrance!



Presenting and interpreting our Collection to the public takes many guises. Here 'Annie' and 'Clarabel', hauled by 'Duck', await their young fans at Keighley, on the occasion of one of the Railway's 1996 'Thomas the Tank Engine' events. In the background, our 'Esso' oil tank wagon.

Photo: Trevor England

We hope to have another Newsletter out at the end of the year, which will report on the Annual Meeting and will give news of how the 'Rearwards Extension' is progressing. In the meantime, please do study the Appeal Leaflet which you should find enclosed with this present Newsletter (together with a sae) and if it's at all possible would you please help us as the Trust goes Backwards!

Published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)
c/o the Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ

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