

Vintage Carriages Trust

Members' Newsletter: March 2002

**An important Award: two exciting Projects: and much else!
Read on to hear what your Trust is doing!**

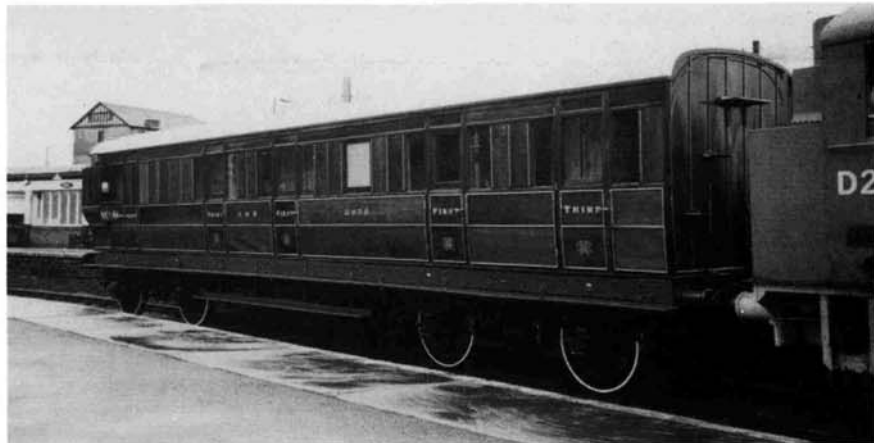
It's been a busy time lately – and it looks as if we will remain busy for quite some time! Below, we tell you all about our current two major projects and everything else the Trust is doing. But first, news of our Award:

We are delighted to have been awarded Transport Trust's prestigious Peter Allen Award. This Award commemorates the late Sir Peter Allen, who was a very active President and benefactor of the Transport Trust for some 22 years. The Transport Trust Restoration Awards (of which the Peter Allen Award is the principal Award) are open to all categories of transport – including aircraft, ships and road vehicles and not just railway related items. The Award – with a cheque for £1,500 – is for the external restoration of our Great Northern Railway carriage No. 2856 and is to allow for completion of the external footboards. Not having these in position had been a glaring omission from the otherwise excellent external restoration of this carriage, having not been part of the work carried out under our Science Museum PRISM grant. We are very grateful for Transport Trust's support in this way and look forward to seeing these footboards complete, thus allowing the carriage to be seen (externally at least) very much as it was built now comfortably over a century ago.

Great Northern Railway
No. 2856 seen at Keighley on
31st January 2002, undergoing
gauge checking before a filming
assignment.

Work on the footboards was
then well advanced – and is now
fast approaching completion.

Photo: Michael Cope



We hope that John Butler and others of the Transport Trust will be able to visit us in the near future to view the carriage and the work in progress and to make the actual presentation of the Peter Allen Award. At the time of writing we have not yet been able to finalise arrangements for this. Hopefully this will be in the fairly near future and thus before the date of our next *Newsletter*, so would you please send the Secretary a stamped addressed envelope if you would like to be advised of these arrangements once made.

This is of course not the first time the Trust has gained an Award from the Transport Trust. We were overall Second Runners-Up in the 1995 Scania/Transport Trust Awards for being a "Museum on the Move", and in 1986 we gained a Transport Trust Commendation for the restoration of our steam locomotive *Bellerophon*. We are delighted not only with now gaining the Peter Allen award but also because of the Transport Trust's support to transport restoration within all fields – which is a very positive way of contributing to the overall transport restoration scene.

The actual work of reinstating the footboards on our carriage continues very positively and very successfully in the capable hands of Robin Bannier. A recent hitch has been that the motor of our pillar drill expired, just as Robin was about to drill a further great number of fixing holes into the securing brackets for the bogie-mounted footsteps. Replacing the motor turned out to be uneconomic and we took the opportunity to replace our Chinese-made pillar drill with something much more robust and solid (albeit "pre-owned" and quite a bit more expensive!).

Further to the Transport Trust Award, we were delighted also to learn that we have gained a **Heritage Lottery Fund grant** to allow us to go ahead with the internal restoration of this carriage. Following as it does the PRISM-assisted work on the exterior and of course the Transport Trust Award, this means that we are well on course to achieve a truly magnificent completely-restored carriage: exterior; footboards; and now the interior!

This Grant is under the Heritage Lottery Fund's new "Your Heritage" programme. The award is of £24,300 towards the total projected cost of £34,840. Also very much involved is our commitment for our own contribution, to include both money and our working time as volunteers. There's more details as to how you can help with these later in this *Newsletter* – and please see the enclosed sheet!

The second major project concerns our **Manning Wardle locomotive *Sir Berkeley***. Despite a series of come-backs, *Sir Berkeley* has now most definitely reached the end of his present working life, with the boiler in need of very considerable care and attention.

Ian Smith (an active member of the Middleton Railway Trust as well as a working member of VCT) sets the scene:

"Much has happened to our historic Manning Wardle *Sir Berkeley* since the last *Newsletter* and the problem with this report is being able to get it all in print without taking up a fair portion of the *Newsletter*!

Following a short period of storage, the engine was dismantled during the winter, in order to assess the necessary work required to overhaul it. This provided a number of surprises and also the sad (but expected) news that the boiler currently carried is really beyond economic repair. It *could* be repaired at great cost, but VCT Committee has been provided with a full engineering report to aid them in their decision.

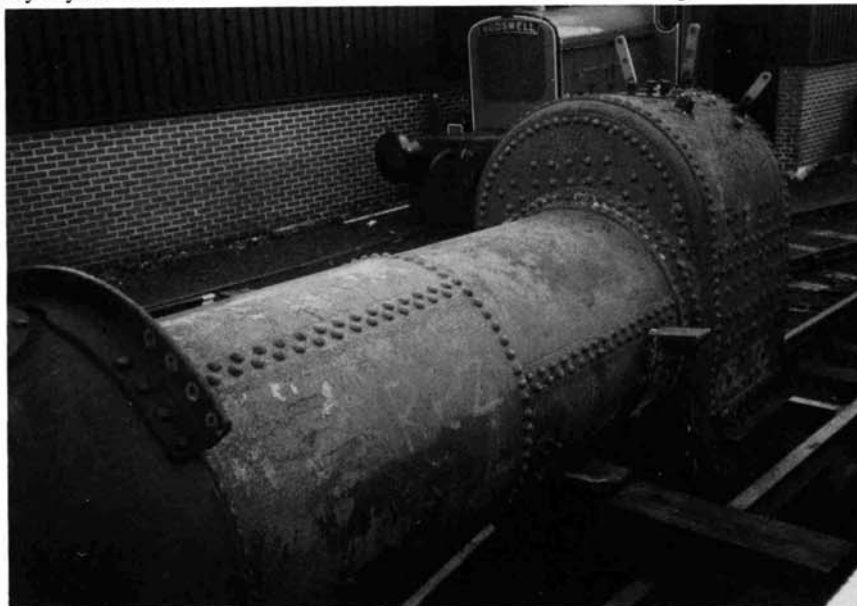
The boiler is itself quite an historic item. In the first instance, its construction harks back to the earliest days of locomotive construction and to that of E B Wilson in particular. Essentially, the firebox is fabricated in several pieces, which are then riveted together with a flat plate at front and back. Modern practice (as *Bellerophon*) is to "flange" the outer firebox plates. The boiler barrel itself is riveted on to a flanging "ring" which is itself riveted to the firebox – a very early form of construction which is outlawed today.

For this reason alone, the boiler is worth saving as an artefact in its own right. However, there's more. When the boiler was rebuilt in 1909, the barrel was actually constructed in *four* sections – a form of construction resorted to because the firm contracted to make it didn't have rollers big enough to roll boiler plate to the required diameter. Thus it harks back again to the earlier days of loco construction. [Trevor England's photo illustrates all this.]

If this wasn't enough, the big ends hark back to the early days at E B Wilsons and are based on a wood joint! Known as "Gibb and Cotter" construction, it employs cotters rather than bolts as in modern practice. This feature, coupled with the boiler construction and other details such as the very early wheel centres *and* the safety valve bonnet, both of

which also hark back to E B Wilson, makes *Sir Berkeley* an extremely historic locomotive. In fact, I would venture to suggest that *Sir Berkeley* is probably a more historic loco than *Bellerophon* in that, unlike the latter locomotive, it has so many very ancient aspects to its design, whereas *Bellerophon* was a very modern loco in its day and has, of course, been much rebuilt over the years.

For the immediate future, it is planned to move *Sir Berkeley* inside the MRT shed for further dismantling and removal of



the wheelsets. What we will be left with then is a very large "Airfix" kit of parts ready for reassembly. The reason for this seemingly drastic state of affairs is that we have to fully dismantle the loco in order to assess exactly what is required to return it to working order. For example, the bearings need looking at, which can only be done with the loco off its wheels, whilst the motion will almost certainly want attention. Until it's in pieces, though, we will not know how much attention!

As has been mentioned in previous *Newsletters*, it isn't going to be cheap and this is another reason for dismantling to this degree – we can fully assess how much money and volunteer labour we are going to need before the project really starts. I am sure VCT will be launching a suitable appeal in the near future. I will be contributing to the overhaul fund and I hope others do, too!"

Your Committee has indeed considered all the options. It agrees that repairing the boiler isn't a realistic, or even an economically viable, option – we need to go towards a *new* boiler! This will be expensive. We have a quotation from

Messrs Israel Newton & Sons for a new boiler for £38,975. This is plus VAT, which we can claim back – but we need to add a further £3,000 or so for re-tying the wheels, also a sum for transport, and miscellaneous nuts bolts steel etc etc. It looks as if the total cost could be something of order £48,000. Plus rather a lot of time from us and from our friends on the Middleton Railway. Sadly, there is no way we can find £48,000 without substantial external financial assistance. So, we intend making an application to the Heritage Lottery Fund, again under the “Your Heritage” programme. *If* successful (and we do need to emphasise the “if”!) we will then need to find “matching funding”. We feel it would be as well to budget for a quarter or so of the total cost to be found in this way: which is some £12,500.

By any standards, this is quite a lot of money. The Trust will be able to find part of this from its general funds – but the only way in which we can hope to find the bulk of this “matching funding” is by donations from ourselves, as members. So: at this stage we are asking if you would please consider if you will be able to contribute towards the costs of getting *Sir Berkeley* “up and running” once more. Then please complete the enclosed form and return it to Jackie Cope as our Treasurer, so indicating how much you would be prepared to donate towards this project if and when we are able to go ahead. Don’t send money now – just this note to indicate how much you would care to pledge, please!

If we are able to go ahead, the intention is to display *Sir Berkeley*’s present boiler, complete with an interpretation board to indicate the several fascinating aspects of its very elderly design. When eventually the planned new boiler expires (“after our time” was the comment from several round here!) and *Sir Berkeley* becomes a static exhibit we (well, our successors!) will then reinstate the historic boiler into the locomotive, as by then an even more fascinating example of a late 19th Century Contractor’s locomotive.

We are very grateful to Members of the Middleton Railway who have offered their contribution towards getting *Sir Berkeley* back in steam by providing the labour to do necessary rectification and restoration on the running chassis, and for eventually putting the locomotive back together again. If successful with a HLF grant, this would also help financially as volunteer labour as part of the matching funding. We very much look forward to being able to progress *Sir Berkeley* back to full working order: this can however only be with your help – so please complete and return your pledge forms as soon as you can!

Returning to our **Great Northern carriage No. 2856.**

Firstly, please donate – this is our “matching funding”, which is an essential part of the overall package! All contributions would be very much welcomed, as an integral part of and a significant contribution to the overall project – and we would welcome your donation: cash, cheque, or Visa or MasterCard. There are a few other things we would much appreciate. The first is your physical assistance. We are committed to provide rather a lot of volunteer hours as a contribution to the overall matching funding. We should be able to cover these hours, but further assistance would be very much appreciated. If you are even passing competent with a paint brush (or a sweeping brush) or with basic carpenters’ tools (or can drive a sandpaper block) we would greatly appreciate your help. Weekdays or weekends, to your convenience: Tuesday has become the busy day, closely followed by Wednesdays and Thursdays: but just any time would be fine! If you would like to join us, please contact Michael Cope via email, letter, 01535 646472 or 01535 680425.

The next thing we would appreciate is your help in providing *any* information about the interiors of Great Northern Railway “turn of the century” carriages. Such information seems very thin on the ground! Our main unknown concerns fabrics – just how would the First Class and (separately) the Third Class seating be upholstered? Do you know of any GNR “ordinary” carriage interior photos? In this context, we were very pleased to receive via John Hasler – who was much involved in the original saving of GNR 2856 to the North Yorkshire Moors Railway – seating components recovered some years ago from a Great Northern coach body at Acomb, York. These make up virtually all of two single First Class seats and coincide exactly with the carriage drawing representing the bulk of our information about 2856’s interior, other than being a couple of inches wider. Of especial interest are the two leather-covered lifting arm rests, with the original mechanism still operative. The covering for this seating is a

rather fine “cabbage rose” design, with predominant browns, greens and reds. We are now fairly sure that this is a LNER design – and that this followed very similar floral designs used by a number of earlier railways, including the GNR. It is very similar to, if not quite identical with, moquette seen in a contemporary illustration of the interior of a dining car. However (and as pointed out by Ray Sowerby) an illustration in Hamilton Ellis’ book “Railway Carriages in the British Isles” shows a GNR toilet compartment, identical to those of our carriage, with at the very edge of this photograph the edge of the compartment seating shown as a *plain* cloth. Could it be that the floral design was used only for dining cars and for saloons, with a very much plainer cloth for first class compartments? One further intriguing piece of information is a small square of dark maroon plain Rexine (or similar) cloth (no pattern) which was found neatly attached by a piece of very elderly string to the seat base springing from the “Acomb” carriage. Could this be a sample of the covering material used before the floral design was applied? Why the change? Also, this small fabric square has “2948” pencilled on its reverse side. Any thoughts, please? And any thoughts as to what happened in the third class? If you have any information about this, we’d be very pleased to hear from you!

At the same time John Hasler passed to us a drop-down washbasin for the toilet, which he had obtained many years ago from the then “Collectors’ Corner” at York. This is somewhat more recent than that which would have been installed in 1898, but is visually fairly close to being correct – or at least it will be when we’ve removed the plastic red “H” and green “C” tap tops (and indeed the taps themselves – we need just a single spout, not two taps!). It is nevertheless a very useful and much-appreciated acquisition, as such drop-down washbasins are not easy to find. Talking of which: if anyone can help with a second one, for 2856’s other toilet compartment, please let us know!

One other point to emerge from our detailed studies in connection with 2856's restoration is that we didn't know very much about just how the outside communication cord worked. We were thinking that we would need to provide some sort of linkage at the end of the Brake end to allow a vacuum release valve to operate to apply the brakes. We now are reasonably certain that this is wrong, in that all the external communication cord did was to sound a gong on the locomotive. If this is correct, this simplifies our restoration task (and gives a rather neater end to the Brake!). Again, if you have information the one way or the other, please let us know. Also: how was the external communication cord linked from one carriage to the next,

Other carriage restoration news

Our **First Class Metropolitan Railway carriage** (No. 509, built 1923) has now had its bogie and underframe overhaul completed. Very shortly after this it was in operation for the "Hound of the Baskervilles" filming, as reported by Paul Holroyd elsewhere in this *Newsletter*. This went very successfully, being marred only by a minor incident featuring vinyl overlays to conceal the Metropolitan Railway transfers (the coach was a Great Western Railway carriage, for filming purposes!). Our instruction was that any overlays should be secured *only* by a layer of petroleum jelly. Unfortunately, the merry film crew used *self-adhesive* vinyl overlays – carefully removing the adhesive's backing paper and then adding a copious layer of petroleum jelly! Fortunately our friendly graphic artist John Holroyd was able to attend later that day and very successfully "touched in" the resultant damage. You will now be hard pressed to see where this was! We hasten to emphasise that we are now pretty good when it comes to liaising with film companies and it's a long time since we had any significant problem whilst filming – or for that matter whilst our carriages are in their occasional passenger service. We've added a new clause to our standard Contract to cover this in even more detail; and the film company has now paid our extra bill for this damage.

One interesting sideline from this filming excursion was a comment that the coach now bounces somewhat when in motion. We will of course keep an eye on this, but feel that it could be an outcome of our recent major clean and maintenance of the bogies. At last, a great many years after its last major bogie overhaul (which would have been by Messrs London Transport), this coach now has bogie swing links which actually swing!

Otherwise, only a very little work is now outstanding for this carriage. These primarily concern painting. A minor point is to paint the power jumper receptacle covers. A preliminary, more important, question is what colour to paint them! And once we can find a paint-mixing machine capable of producing a paint which has some resemblance to the intended colour, we will tidy up the solebars and the truss members. Sadly, when it comes to matching paint colours, Messrs Dulux are not covering themselves with glory just at the moment – an experience we are enjoying also for the solebars of Great Northern 2856.

The workshop space now vacated by the First Class Met has now been filled by the **Nine-Compartment Third Met.**, No. 465. Here, it's very much a matter of "same again" – this carriage also will be subjected to a major clean,

and how was it secured at the non-locomotive end of the train?

Whilst still in the "can you help?" mode: we need two Forcett pumps (well, that's what we're told they're called – as shown in Hamilton Ellis' book, in the photo mentioned above) or at least two non-operational replicas of these. We also need two lavatory pedestals. These also are shown in this photograph, and are surprisingly basic. They are rather bulbous and squat, without any visible ornamentation, and with rather obvious holding down bolts on a rather prominent front "foot". Once again, if you can help – including by suggesting suitable "reclaimed domestic architecture" wholesalers – please let us know!

inspection and rectification as necessary, as applied to the First Class coach. Again, Chris Smith will be the lead person for this work. However, particularly as our other part-time employee John Heaton is the Caretaker of the nine-compartment Met it's very likely that on return from his present leave of absence he also will be spending some time working on this coach. This of course doesn't stop anyone else joining in the fun, particularly for the dirtier bits of the underframe – all are very welcome to join in!

Chris, with Michael Cope, ran out the bogie just before Easter. Practice gained with the other coach meant that this process was simple, straightforward and surprisingly quick. The bogie itself is filthy dirty (we will have the stripped-down bogie grit-blasted in due course) but seems in reasonably good order. The brake rigging will need some attention, particularly re-bushing where necessary. Re-blocking is definitely required. This time, there was no debate as to whether or not the bogie leaf springs needed attention: they have now departed to Messrs Owens of Rotherham for this purpose. The underframe is perhaps even dirtier than that of the First Class coach – our air-supplied face mask will help very considerably here.

Timescale for completion of this work on this coach is very much "as and when" and will be subject to other priorities as they come up. It is however intended that on completion it will be followed into the Workshop by our **Metropolitan Brake**, No. 427. Work on this will represent a much greater challenge. The Brake is the oldest of the three coaches (built 1910) and we believe was built by bringing together two much older coaches – you can see the rivetted join in the underframe solebars. Certainly in its preservation years – now extending over some 37 years – it has seen the most use of the three. The underframe and the bogies are now due for significant attention. Just what will be involved here is yet to be determined, but is expected to be substantial. However, *before* that, we will finish the present work on the nine-compartment Third!

We had to make the decision to "hold fire" with the full restoration of our **six-wheeled coach No. 143**. Earlier we had hoped to be able to make application for possible Science Museum PRISM Grant support to allow this to happen. However, we realised that the volunteer time requirements of our "matching funding" contribution to Great Northern No. 2856 meant that it would be unwise for us to simultaneously commit ourselves similarly for work on this carriage. We will therefore complete our present work on the roof and then put the full restoration "on ice" until

we have dealt with our "volunteer hours" commitment for 2856, when we will review the situation. The work on the roof has two reasons. The first is to establish its condition – there was some considerable doubt about this, hence the need to have a close look before being able to cost the intended full restoration. The second is to make the roof again weather proof, to allow a greater flexibility in filming assignments. These remain an important source of income for the Trust, so allowing us to finance our side of any future grant-assisted restoration projects. Fortunately we found the majority of the roof to be in surprisingly good condition, with only a small amount of rot being found (under one end of one of the gutter strips). The minus factor is the very solid, and rather lumpy, residue from what once

must have been a nice simple easy-to-remove bedding compound on the roof boards, on to which the canvas was many years ago positioned. Removing this is taking a great deal of time and effort. We *will* get there, though! Once we manage to complete the preparatory work and the re-canvassing we will be able to reinstate *all* of the "torpedo" ventilators. At one stage we had only five or so intact ventilators of the necessary ten. Mike Holmes demonstrated excellent glass-fibre patching skills, which helped very considerably. After a very considerable search it was VCT Member Neil Hamilton who posted the final one to us as a gift from Downpatrick: Labelling the package "torpedo" doesn't seem to have much accelerated the normal Post Office service from Northern Ireland, though!

VCT carriages and the WVR's Gala Weekend

Note the dates: the weekend of May 18th and 19th. As part of the activities of this Gala Weekend, our South Eastern & Chatham designed (Southern Railway built) "Matchboard" Brake Second carriage, together with our First Class Metropolitan carriage, will be in passenger service between Ingrow and Keighley.

This will be the first time since October 1999 that the "Chatham" has been in public service, and for the First

Class Met. the first time in service since the recent work on the bogies and the underframe. *Your* chance to check the alleged "bounce"!

Mike Holmes, the Caretaker of the "Chatham", has dealt with a number of minor outstanding items on this carriage and is looking forward to seeing it out for this first time for quite a long time, and might possibly himself sample the ride of this vehicle.



The rake of three VCT carriages used for the recent "Hound of the Baskervilles" filming: left to right, GNR No. 2856, Met. Brake, and First Class Met. An indication that this photo was taken by a carriage enthusiast is that this was only the second outing of L&Y 957 following its return to the Worth Valley (957 is the "Green Dragon" of "Railway Children" film fame, now resplendent in BR black as 52044) – this locomotive is just behind the telegraph pole, left. *Photo: Paul Holroyd*

Filming, Filming & More Filming

Trustee Paul Holroyd writes:

The last few months have seen your Trust involved in a number of filming projects. Observant viewers of BBC1's documentary *Turner – the man who painted Britain*, screened on April 7th, may have recognised VCT involvement in the shape of the MS&L, Midland and GNR 2856. Filming took place on January 31st.

March 13th saw a small crew of media production students from Stockport College descend on Ingrow to film *No*

Man's Land for EsKay Productions. Interior sequences using "Chatham" No. 3554 were shot actually inside the VCT Museum – see my photo. There is a possibility that this may be premiered at the Trafford Centre in Manchester. April 8th saw 100 people descend upon Ingrow, Damems and Keighley for a BBCTV drama, *The Hound of the Baskervilles*, starring Richard Roxburgh as Sherlock Holmes, Ian Hart as Dr Watson and John Nettles as

Dr Mortimer. VCT provided Metropolitans 509 and 427, as well as GNR 2856 which looks like becoming a firm favourite with film companies. I was at Ingrow at 6.15 am for the filming, with the carriages not safely locked back inside until 8.45 pm. VCT Chairman Trevor England acted as guard, with VCT President Robin Higgins driving the recently returned L&Y 0-6-0, in its BR livery as 52044. VCT Patron Chris Smyth was the KWVR's Responsible Officer in the morning. The work did not stop there, for the following day saw a further two hours work to shunt the carriages into their correct places in the museum, plus a further hour to sort out the central walkway and connect the carriages to the sound system, with yet more time removing the disguises which had been applied by the film company to the carriage interiors. The middle compartment of the first class Metropolitan carriage had also received the film company treatment in the shape of different seating moquette and carriage prints, which required removal. Unfortunately the film company managed to break a pane of glass in one of the carriage print frames, and more seriously [and as mentioned previously in this *Newsletter*], there was some damage to the exterior livery of the first class Metropolitan carriage, which required rectification by John Holroyd (no relation!).

Looking at all the above dates, you will see that unfortunately we were not in a position to advise members in advance about the screening of *Turner*. The best way to keep up to date with VCT's filming assignments is to log on to the VCT website at www.vintagecarriagestrust.org and have a look at the filming page. At the time of writing, there is a possibility of further filming in May, so we would suggest looking at the filming page at the end of May, and then keeping an eye on the television schedules.

VCT joins Servicemark

VCT has joined Servicemark Yorkshire and Humber, the rapidly-growing organisation supported by the Regional Development Agency, Yorkshire Forward, to encourage businesses and organisations to offer the best in Customer Service.

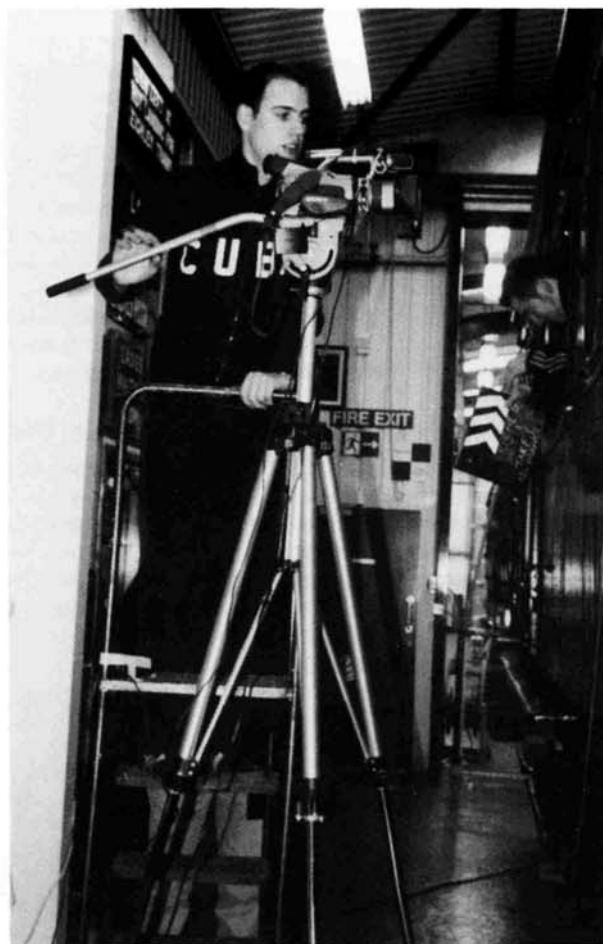
The logic is that with up to 80% of jobs in some areas of Yorkshire and Humber in the service sector, continuous work is essential to ensure that businesses and public sector organisations constantly achieve the highest standards in Customer Service.

More than 1,100 have already joined to show their commitment to offering the best in Customer Service and to share best practice. Membership is completely free of

Sales news

As you will have gathered from reading this *Newsletter* we are very busy on all sorts of projects both on site at Ingrow and off. So much of this activity would not be possible without the efforts of those who raise much needed money thorough our retail activities. Bob Stott as Shop Manager at Ingrow and Paul Bodnarchuk at Keighley, plus the small team who volunteer for either shop on a Saturday or Sunday, are a vital part of the Trust's life.

We are pleased to note that postal sales have increased considerably in the past year. We can send out lists of available hardware or we can be contacted by phone (01535 680425); by fax (01535 610796); or by email at



charge. VCT was featured in a full page, full cover article in ServiceFORUM, the organisation's Newsletter. This featured VCT's work with carriages in filming assignments.

Activities (organised at members' request) include training showcases to sample training organisations' methods, seminars for specific industries, and the Customer Service Awards 2002 to honour individuals and firms who give the best service. This is likely to be of special interest to VCT members as winners and the person who nominated them will enjoy dinner on board the Venice Simplon-Orient-Express during a journey from Leeds on 18 September. To nominate someone call 0800169 4317.

Servicemark's website is at www.servicemark.org.uk

admin@vintagecarriagestrust.org

Recently we started posting a list of available hardware on the Trust's web-site www.vintagecarriagestrust.org Books and magazine stocks are more difficult to list but we are very willing to follow up any enquiry. Do let your friends know of our existence. We will post anything which is reasonable, but draw the line at heavy trespass plates which would have to be collected.

In the midst of all this technology Paul, and Paul Holroyd, continue to sort the magazines room with help from others. Anyone with a spare hour is welcome to help in this task, and as either Paul will tell you it has its surprises among the

incoming donated magazines. Our thanks to those who responded to the plea for donation of good quality books for sale in the shops. We have had some good donations, please keep sorting your bookshelves and keep them coming! Keighley shop is gradually getting sorted and is now quite cosy as a new gas fire has been fitted and a kettle installed for those who wish to self-cater. Anyone who fancies a Saturday or Sunday sitting in the warm with a brew and surrounded by railway magazines and books should give us

Teddy Bears, Gardens, China, Gift Aid...

The Museum displays have of late seen a mini-invasion of "Diddy Men", each neatly labelled with his name. This follows a very successful "Hunt the Teddy Bear" competition we held for our youngest visitors on the Railway's Bank Holiday Monday "Family Fun Day". A good number of children took part, with two very happy winners of the subsequent draw – one of whom sent a "thank you" note by email! This Teddy Bear hunt was quite easy to organise and gave an added attraction to our Museum. We are therefore continuing the idea over the Summer, with a "Hunt the Missing Helper" competition.

Unfortunately Linda and Keith Moore are not able to continue looking after the garden and pots just outside the Museum entrance: we thank them for their work over the past few years. We are pleased that Susan Stephenson has been able to take over this task. She now joins her husband John at Ingrow on many Wednesdays and whilst he is attending to the needs of the many enamel signs and the like she has been able to bring this garden back to its former glory – our thanks go to you also, Susan!

Malcolm Clark continues to deal with a steady stream of new and renewed Memberships, interrupted only by the

The VCT Website

A reminder to have an occasional look at our website, which can be found at www.vintagecarriagetrust.org and which also gives access to the on-line carriage database of what is now the Railway Heritage Carriage Group. We are doing our best to keep our website reasonably up to date – please let us know if you find it otherwise!

We are pleased that the problems with hosting the carriage database have now been overcome, and would like to thank David Etheridge of BlueLightning for freely providing the necessary (considerable!) web space, also Michael Walton for getting "the show on the road" once again. Thanks also to Michael for recently updating the on-line database. There many minor updates, several additions, and a great number of updated photos – so you should notice the difference!

The original Carnegie United Kingdom Trust grant to enable the carriage survey to go ahead has now concluded. This turned out to be one of the few projects which *underspent* its money: the Carnegie Trust kindly allowed us to retain the residue of their grant to allow ongoing updating and maintenance of the database, for which we are very grateful. Recent organisational changes include the name change to "Railway Heritage Register Carriage Group", which is a component of what is now the "Railway Heritage Register Partnership", which itself is a joint body of the Heritage Railway Association, the National Railway

a ring and we will be pleased to see you. You may even make the occasional sale and benefit the Trust as well!!

The Worth Valley Railway Sales Department has for many years had a slogan "Sales Preserves Steam". "Sales Preserves Carriages" does not have quite the same ring – how about "Retailing helps Restoration"? Yes our retail activities are of vital importance to the health and progress of the Trust. If you can do anything to help, do please let us know.

occasional trip to China. There are still some Memberships to renew – so if you are one of those with a "final reminder" note enclosed with this edition of the *Newsletter*, would you please respond as soon as you can? There's a great deal happening within the Trust just now; your continued support would be much appreciated, particularly at this time!

Those of you who have not as yet completed a Gift Aid form will find a further copy of this also enclosed. If you pay United Kingdom income tax, it would be very helpful to the Trust if you would like to complete and return this – it allows the Trust to claim back the income tax you have already paid on any donation to the Trust, so very usefully increasing the value of your gift to the Trust, at *no* additional cost to you. The importance of this is underlined by the total Gift Aid claim we have very recently been able to make following the end of the financial year: this claim totalled no less than £2,321.38 – and was possible only because rather a lot of people have already completed their Gift Aid forms. (If for any reason you do not wish to complete a Gift Aid form, please write "No, thank you" across the form and return it. We will note this and you then should receive no further such forms.)

Museum and the Transport Trust. Hopefully that makes everything clear!

The carriage bit continues to be co-ordinated by VCT Secretary Michael Cope. The survey itself continues to be available as a CD-ROM, available from the Trust, price £20 at either Shop or by post £20.60.

Keen Types may also be interested in a CD-ROM carrying all but one of the papers presented at last year's "Slow Train Coming: Heritage Railways in the 21st Century" Conference organised jointly by the Heritage Railway Association and the National Railway Museum. This includes illustrations and is in the form of an Adobe Acrobat .pdf file. It was put together by Jackie and Michael Cope and is available from VCT (on behalf of the HRA and NRM) at the price of £3.50 UK, £5 elsewhere, both including postage.

We have received the software and have welcomed Martin Bazley (whose "day job" is on the ICT side of the London Science Museum) at Ingrow in connection with our participation in the **Association of Independent Museums (AIM) "EdWeb" project**. This is to help us develop our educational material for the Internet. Progress is currently delayed due to a slight glitch which needs resolving (this will probably reduce to a rethink of presentation, and is by no means terminal).

Dates for your Diary

We hold regular **Working Weekends**, on the second *full* weekend of each month. So: the dates of the next few are: **May 11th/12th: June 8th/9th: July 13th/14th: August 10th/11th**. Any time, from about 11 am each day. The photo shows work in progress at one of the recent Working Weekends – here, Ray Sowerby continues with stripping the smoke-damaged panelling from GNR 2856's toilet compartment – with enamel signs, also being cleaned, in the background.

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!

The **Heritage Railway Association** is holding a **Members' Weekend** on 5th/6th June. This will be based at Derby, with a "Young Volunteers Seminar" at the Midland Railway Centre, Butterley, on the Saturday and on the Sunday a visit to Crich Tramway Village, where a "London Weekend" event will be taking place.

After that the next HRA meeting will be the Autumn Weekend, to be based at Cleethorpes and to include visits to the Cleethorpes Coast Light Railway and to the Lincolnshire Wolds Railway (Ludborough). Further information should be available from VCT's Secretary when and as available.

Other Notices

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 their email address is trains@ajecta.org and their postal address is: Dépôt des Machines, B.P. No. 1, 77650 Longueville, France.

AJECTA is running a steam special from Paris-Nord to Amiens and return on Saturday 1st June. Departure is about 8.30 am; outwards via Beauvais and Abancourt. Return via Creil to arrive back in Paris at about 9 pm. VCT Members qualify for AJECTA's Members' fares. These are: 64 € for "Confort classique" (Second Class), or a further 23 € for First Class, or 226 € for (limited) Pullman accommodation. Booking is via 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!

VCT's new leaflet

We now have a colourful NEW leaflet advertising the Museum and describing what VCT is and what it does. If posting weights permit there should be a sample one enclosed. Please help by asking for a few and distributing them to your local library, local attractions etc.

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