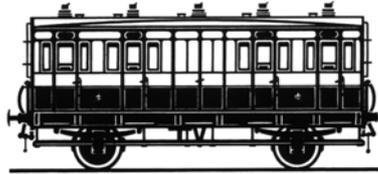


Vintage Carriages Trust

Members' Newsletter: December 2004

VCT: 40 years



1965-2005

The Vintage Carriages Trust looks forward to 2005 in anticipation of a really good year. There are a number of reasons for this optimism, not the least of which is that it is a significant year in our history. One of our founder members, Tony Cox, recently wrote alerting us to the fact that he is "pretty sure" that the date on which the VCT came into being was Sunday, 20th June 1965. If this is indeed the case, 2005 is the 40th Anniversary of the foundation of our Trust.

A time for celebration, certainly – but also a time when we make sure that what we set out to do 40 years ago is still our aim today. We know that quite a few of our members have been with us for those full 40 years, and we thank you for your dedicated support over a very long time. Many have joined over the intervening years: to both long-

The Annual Subscription for 2005 has been held at £5 per year, with Life Membership still only £150. Looked at from the members' point of view £5 represents amazing value for money, giving as it does free admission to our Museum of Rail Travel and half-price travel on the Worth Valley Railway. We publish three *Newsletters* each year to keep you informed of our activities, and members have the opportunity to enjoy special privileges in any VCT event, plus special concessions at sites at which VCT stock is based or is on loan. As indicated above this is a special year for the Trust. We hope that there will be continued progress on several carriage and locomotive projects (see the latest news below). We are a Registered Charity and a Registered Museum and we continue to seek ways to improve our Museum of Rail Travel to add to the enjoyment and the experience we offer to our visitors. All the progress we have made over the past 40 years has been possible only by the continuing amazing support and generosity of our members. We would like this to continue very actively – so please help to make this 40th anniversary year a memorable one.

Those of you who haven't as yet signed a "Gift Aid" form in favour of the Trust should find one of these enclosed. If you pay United Kingdom Income Tax, completing this

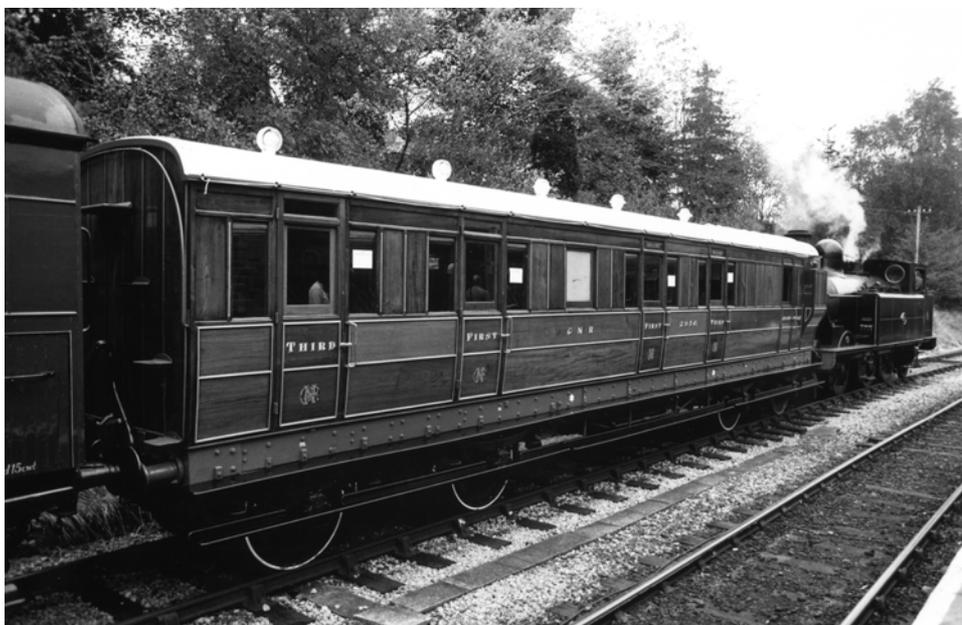
standing members and relatively recent recruits, whichever category you fall into – guess what! – *it's a new year and your subscription is now due.*

Where applicable renewal forms are enclosed. We would welcome any further donation you may feel able to add to your subscription. If you would like this to go to a particular project that you have read about in the *Newsletter* please indicate on the bottom of the form and return it as soon as possible with your cheque or credit card number to the address shown. (Obviously, renewal doesn't apply if you are a Life or an Honorary Member of if you pay by regular Banker's Standing Order. However we should be very grateful if you are able to send a donation to help the work of the Trust: read on to find just why this is especially important just at present!).

form allows us to claim back from the Government the Income Tax you've already paid on your subscriptions and on any gifts you are able to make to the Trust. This has the effect of increasing the value of these payments to the Trust by 28 pence in the pound, at no extra cost to you. This is a very useful 'free' extra payment to the Trust, so if you pay UK Income Tax would you please sign this form and return it as soon as is convenient? (If you don't pay UK Income Tax, or for other reasons prefer not to take part in this scheme, please mark the form "not a UK tax payer" or "do not wish to take part" and then return it?). Thank you!

Subject to weight considerations we will also enclose a Banker's Standing Order form for those of you who pay your subscription annually by cash or by cheque. Using this method of regular payment is simple and straightforward and considerably helps the Trust's budgeting. So, should you wish to change to this method of payment (or should you like to give an extra regular donation to the Trust, at whatever intervals you prefer) please complete this form and return it to the Membership Secretary (or if this form isn't enclosed, please ask him for one – telephone, fax, email or post). Your continued help in this way would be very much appreciated.

So, what has the Trust achieved since the last *Newsletter*? This included a report about our very successful attendance at the RailFest celebrations at the National Railway Museum, with our 'Chatham' coach and our Sales stall. Since then, on September 26th, we held our own smaller but (at least to us!) much more significant event when Great Northern coach No. 2856 had its first official outing. This also was the weekend when the Worth Valley was hosting the Carriage Restorers Weekend – a country-wide event held at a different preservation location each year. Those interested in carriage restoration in all its aspects get together to show each other what they are doing, to display aspects of carriage restoration and to talk shop generally. It's a very useful time to exchange information and learn new skills. The Railway put out a Vintage Train on the Sunday as part of this event and kindly allowed our Trust to attach GN 2856 to this train (as seen in Tony Bond's photo, below). The Trust showed its appreciation by considerably cutting the normal charge made for the other vintage coaches involved (the Met. Brake, the nine-compartment Met, and the 'Chatham').



Jackie Cope, describing the event for the VCT pages of the latest edition of *Push and Pull*, wrote: "Every organisation has certain defining moments." This was certainly one of ours. The coach came quietly out of the Museum. Those who were there to see Taff Vale No. 85 just for once turned their eyes to the coaching stock rather than the locomotive. GN 2856 looked fantastic, with gleaming teak and polished brass. It behaved faultlessly. Many members took advantage of the invitation in the last *Newsletter* to be present on the day. Those who had given specific support were hopefully able to test the interior restoration for comfort. Certainly our special invited guests were very impressed with the Victorians' idea of comfort. The general feeling was that this particular aspect of rail travel has not moved in a forward direction since those days.



We were very pleased to be able to welcome special guest VV Ramaswami as the representative of the Heritage Lottery Fund. Without the grant from the HLF the interior restoration would not have taken place. We were also delighted to welcome the Mayor and Mayoress of Keighley, Councillor and Mrs Allan Rhodes – Mark Astley's photo shows Councillor Rhodes enjoying the comfort of one of the First Class Compartments. We felt it appropriate that there should be a representative of Keighley Town present to see this Great Northern Railway coach at Keighley Station. After all, many similar coaches would have trundled in and out of the Great Northern platforms of Keighley Station in years gone by. We are sure they would not have looked as shiny both outside and particularly inside as GN 2856 did that day.

Those of you who are members of the Worth Valley Railway will have read Part 1 of the story of GNR 2856 in the Winter 2004/5 edition of *Push and Pull*. This was written by VCT Committee member and former caretaker of this coach, Paul Kirkup. Part 2 will hopefully appear in the Spring edition, bringing you right up to date with this coach, which is the first one visitors see as they enter our Museum. It really has brought the “WOW” factor to the Museum of Rail Travel. We do hope to see this coach out again in the not too distant future on the Worth Valley or elsewhere: and we will keep members informed.

Spring Appeal

Not the approaching season of the year, but an appeal for your help – for *carriage* springs! This stems from our conscious decision to *completely* overhaul every part of the running gear of our coaches as part of the restoration process. As a result of this we have found quite a few things that aren’t as they should be.

Some are easy and cheap to deal with, for example replacing the many worn linkage pins we’ve found in the brake linkages. Here Chris Smith’s turning abilities plus several metres of the appropriate grade of steel rod plus the lathe on loan to us by courtesy of the Railway’s Locomotive Department have resulted in great improvements in brake operation: very much a “safety critical” item and well worth the trouble.

Some are fairly easy to deal with but aren’t cheap: for example, bogie leaf springs, where all we need to do is to send them to Sheffield for checking and re-making as necessary, and then pay the bill. Just at the moment we await the return of the four leaf springs from the first of the two bogies of the ‘Bulleid’. We expect the bill to be about £600.

Then there are those items that are far from easy to deal with and are far from cheap. When dismantling the Bulleid’s bogie we found that one of the inner springs of the two pairs of helical springs between the bogie’s bolster (the beam immediately below the pivot point, carrying the full weight of that end of the coach) and the bogie itself was fractured and was in two separate pieces. The problem is the same as we encountered not so long ago with one of the Metropolitan Railway coaches – this spring is made up of a rectangular-section coil, rather than the now-universal round section. Finding anyone still having the equipment to make these coils is quite a challenge, closely followed by the problem of finding the correct section and type of spring steel from which to make this spring. Our experience with the Met. springs indicates a price of maybe around £800. Yes, for the one spring! Fortunately our friends of the Bluebell Railway were able to find us a spare. This is now at Messrs Morris Springs in West Bromwich for checking – there’s no reason why it shouldn’t prove to be in good order, which will save a deal of expense!

Further to this spring, we now also have two smaller but nevertheless defective axle suspension springs (as shown in the photo) from the First Class Metropolitan coach. We haven’t been able to find similar springs elsewhere, and so have sent these to Messrs Morris. We sent also all sixteen similar springs from the Met Brake, and await with some trepidation the results of checks on these. Hopefully no further defective springs will be found, which means that the “best case” scenario is that we need just the two new springs, at a price of maybe £600. Each. The “worst case” scenario is that we need eighteen springs – but maybe that’s being just a little pessimistic!

All this leads to our “Spring Appeal”. We certainly will need some £1,800 to £2,000, just for all the checking and for making the springs mentioned above, maybe more. So, we would ask for your support towards us “doing the job properly” and to avoid slowing down the present very satisfactory level of work so constructively in hand at present. We ask this particularly remembering that work on both *Sir Berkeley* at the Middleton Railway and *Bellerophon* at Foxfield is also now very much in hand (and is reported later in this *Newsletter*). So, if you can help by way of a donation could you please do so? You will find an Appeal leaflet enclosed, which you may like to use. Otherwise your cheque to the Haworth Station address or your credit card donation to 01535 680425 between 11 am and 4.30 pm (daily) would *very* much help the ongoing work of the Trust.

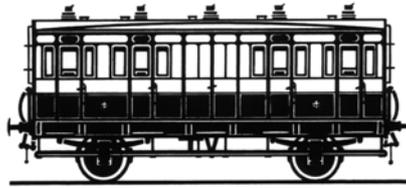


Scammell

Chris Smith got the Scammell tractor unit in operation for the Autumn Enthusiasts’ Weekend and was able to demonstrate it, together with its trailer (but not for this photo), in Ingrow Yard.



VCT: 40 years



1965-2005

Forty years on...

In the early days of the Keighley & Worth Valley Railway every day brought new excitements as locomotives and carriages were brought together to enable the Railway to bring to a reality the re-opening to traffic of the branch line from Keighley to Oxenhope.

These early preservationists were keen but they were also practical and there was a realisation that many of the elderly wooden bodied coaches which were then being brought together were completely unsuitable for a "regular revenue-earning service".

A group of individuals therefore came together with the mutual belief that the way forward was "to bring together those who were of similar mind to ourselves in a separate organisation which would pursue the aim of preserving a representative selection of 'historic' carriages within the

"It was a beautiful sunny Sunday, midsummer 1965. I spent the day at Haworth as usual. On this occasion the L&Y 'Pug', 51218, was in steam to shunt the accumulated rolling stock into more appropriate positions in Haworth Yard.

I had asked for the M.S. & L. coach (which had been delivered to the railway in February) to be put in the 'dock road' – the short siding next to where the Fire Station is now – in order to make it more accessible to work on. After the shunting was complete, I sat on the dock platform and began the task of repairing some of the damaged beading round the windows.

How little did we realise then what an immense task the restoration of an old railway carriage can be!

During the course of a very enjoyable afternoon, Robin Higgins turned up and offered to help.

We conversed inevitably about railway preservation in general – then at an early stage – and this turned to carriages in particular, especially our greatest love, old wooden-bodied carriages, of which let it be said there were still plenty around at that time though they were already disappearing fast.

That very afternoon we decided to do something about this and even as we walked to the yard gate after finishing the day's work, we discussed what the name of the organisation should be. Robin favoured 'VINTAGE CARRIAGES TRUST' whilst I thought 'VETERAN CARRIAGES TRUST' more appropriate; you know who won that one! We also decided that until such time as the organisation was properly established by general meeting, Robin and I would act as Trustees, Robin acting as Secretary, myself as Chairman.

The first acquisitions followed quickly, starting in June 1965, with L. & Y. brake 3rd No. M23464 (later transferred to the L. & Y. Saddle tanks Fund and now fully restored as L. & Y. no. 1474).

Early stalwarts of the embryo organisation were Guy Hemingway, Guy Henderson, David Moorehouse, Phil Kilburn, Brian Slater and Michael Cope in addition to the two Trustees.

So, on a sunny day at Haworth was born the organisation which despite many early setbacks has been successful beyond the expectations of those pioneers and is currently going from strength to strength under the able direction of the present Chairman, Trevor England, the indefatigable Copes and many others."

How to celebrate this forty-year milestone? A big day in the summer? The only problem with that is that our membership is so far-flung to not only all corners of the country but also all corners of the globe and one day in Ingrow Yard does not allow all to participate. Your Committee has therefore decided to make the whole year one of celebration. Any event however big or small, all the projects will have the 40-year tag. It will appear in certain special celebratory items, which will include a tee shirt and a limited-edition etched glass.

Hopefully we will also publish an illustrated history telling the story of VCT from the early days. Would anyone who

wider objective of restoring the Worth Valley Railway to passenger use".

Tony Cox, VCT Member No. 2, records this aim in his recollections of the birth of the Vintage Carriages Trust. Many years of following this aim in odd corners of the Railway's land ultimately led in the late 1980s to the realisation that either undercover accommodation must be found or this work would never progress. The rest, as they say, is history. Our Carriages Shed became a Museum, the Museum added visitor facilities and finally the Workshop separated the restoration work from the public display. The Museum of Rail Travel stands today as proof that the aims we started with we seek to maintain.

Here's Tony's recollection of that day 40 years ago:

can contribute to this please contact Eric Cope (who has this project in hand) or Michael Cope (no relation!), sooner rather than later. The absence of early records makes this quite a challenge. Certainly a contribution from Gordon Massey (Member No. 7) queries a few points – so, your recollections of the early days would be much appreciated. Incidentally, if you were wondering why Tony Cox is Member No. 2 rather than the prestigious No. 1: as Tony notes above, Robin Higgins was the very first Secretary (he is now the Trust's President). So: Member No. 1 is – Robin Higgins!

Annual Meeting

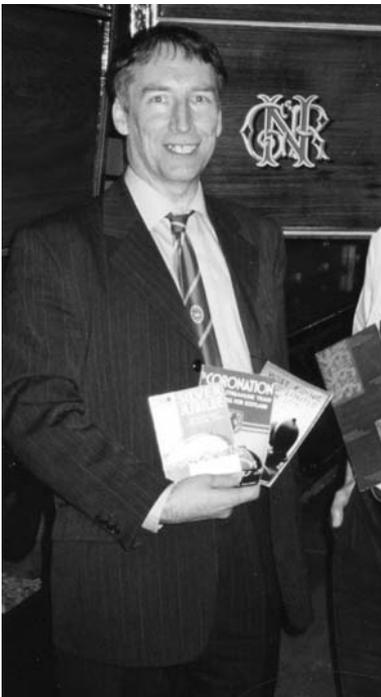
The Minutes of the Annual Meeting for 2004, held at our Museum on 30th October, are enclosed. The Annual Report and Accounts for the year April 2003 to March 2004 was presented and was accepted by the meeting. The membership of the Trust is steady at just over 550 and finances are sound. As reported in previous years the main concern continues to be the low number of **working members**. If you would like a copy of the Annual Report & Accounts please send a large stamped addressed A4 envelope to the Secretary, VCT, at our correspondence address of: c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

Our three Trustees

The Annual Meeting elections brought movement around the Committee and the appointment of a new Trustee, Jim Pickles. Jim took the place vacated by Dave Johnson at the expiration of Dave's three-year term. We are pleased that Dave's health is improving but he decided that until fully fit he would not seek re-election. However, the meeting was unanimous in deciding not to let Dave off so lightly and voted to offer him a Vice Presidency.

Our three Trustees are each elected for three years, with one standing down each year. Jim Pickles will therefore hold this position as Trustee for the next three years.

It occurred to us after the elections at the Annual Meeting that many of the officers of the Trust are just names to VCT members. We start to rectify this by introducing our three Trustees: Messrs Holroyd, Pickles and Walton.



Paul Holroyd joined the VCT in 1981 and is a Life member of the Worth Valley Railway. He has been an active working member of VCT since the Museum building opened at Ingrow in 1990, proving that it is possible to be such even when living within commuting distance of London. His interest in railways stems from watching the 7 pm Liverpool to Newcastle double-header and the Trans-Pennine DMUs go through the remains of Cleckheaton Spen station. Having moved to Clapham Junction in 1980 he developed an interest in the bewildering variety of electric multiple units and in his desire to sit in the nicest carriage purchased a book on the subject and became hooked.

Paul's particular skills and interests are in marketing the Trust, a task which he fulfils with great enthusiasm and even greater success. This is especially true in his dealings with TV and big-screen filming enquiries. Sometimes this does not in the end involve our stock but Paul's knowledge is proving invaluable to producers and directors, all of which reflect well on the Trust as a whole. Paul's main concern for the future is the need to "recruit and **retain** new volunteers to help ensure the continued survival and preservation of the VCT".

Jim Pickles joined VCT when the Trust "bought a certain rusting locomotive that lived at the end of a siding at Haworth (and grew exotic plants in strange places!)." Could he mean *Bellerophon*? Jim's interest in railways came as he lived overlooking the Worth Valley line and watched the Peckett and 2226 on early test trains and the 'Pug' and the 'Chatham' giving rides up Haworth yard. His particular interest in carriages grew as he says he found that the VCT was more than three Victorian locomotives.

Jim feels he brings to the Trust "nearly 30 years of experience in the financial sector. I can be a real financial misery if I have to be." His view of the work of a Trustee means lots of hard work keeping abreast of all the legislation ("being brought in by Governments that have no idea what heritage is") and keeping an eye on the running of the Trust. He sees the Trust "not only preserving artefacts from a bygone age, but also the skills needed to restore them." He aims to ensure that the Trust has a fair chance of continuing long into the future.





Philip Walton became a member of VCT round about 1989 “as part of the acquisition package of the locomotive *Lord Mayor*”. Philip had spent many happy hours restoring *Lord Mayor* in the distant days of his youth and was anxious not to lose touch with the old locomotive when it was purchased from the Middleton Railway. His interest in railways came as a teenager working on the Middleton, which was near his home. He remarks that it was “much easier to ‘play trains’ in those days because there were far fewer regulations to worry about.” Philip brings to his trusteeship the belief that we “all try to achieve the very best for VCT in all areas.” He is very diffident about the tremendous amount of expertise he brings to the Trust in his knowledge of electronics and IT. He also (with a little help from his wife Rosemary) produced a son Michael who although now in far-flung parts still brings his considerable expertise in IT to bear on the Railway Heritage Register Carriage Database.

The future in railway preservation generally gives him cause for concern. “Modern youngsters don’t seem to have our enthusiasm for all thing mechanical. The secure future for VCT must lay in the

attraction of younger volunteers – dragging them away from computer games and showing them that being involved with a practical project can be very rewarding.”

We are sure that all members will be heartened to know that the Trust is being guided and guarded by these “three musketeers”, even if they themselves feel that their only claim to fame is as Philip says “a Master’s Degree in grumpiness”.

Our carriages

Just at present, everything seems to revolve around the spring problems! A result is that all three Mets are not available for service just at present.

For the **Nine-Compartment Met** this is very much a temporary thing. This coach carries round-section axle suspension springs – we removed one to assess the practicability of using this as a sample for similar springs to replace the defective rectangular-section springs of the First Class Met, only to find that the castings top and bottom of this spring are of a different pattern. Having to replace these as well would make that particular line of approach much less attractive, so we won’t be pursuing this. All we now have to do to make this coach again available is to re-install this round-section spring and then to check buffer heights and adjust as necessary. Otherwise it’s in very good order.

The **First Class Met** is now in the Workshop awaiting its complement of bogie springs. The leaf springs are now to hand, but (as previously noted) two of the axle suspension rectangular-section coil springs are defective. We will probably use two from the Met Brake to make the First Class coach available for service in the near future.

There’s still a few minor jobs to deal with underneath, notable battery box covers, but otherwise this coach is in good order. It will however need a good wash before going back on display!

The **Met Brake** will need to await the replacement two (or, if we are unlucky, more) axle suspension coil springs and so will not be available until at least early Summer. Whilst satisfactory for the moment, the general condition of this coach means that it is in line for significant attention as soon as a slot becomes available.

The **Chatham** remains available for service. However the general condition of the bodywork gives some cause for

concern, particularly for the interior. The main problem is that when we first restored the coach, thirty years or so ago, we used nails rather than screws to secure ceiling panels and the interior trim. Over the years these have worked loose to the extent that we now have to face up to replacing most if not all of the ceiling panels and refixing all the other trim. We will use screws this time! As this implies repainting the ceilings etc and as the varnished paint is now rather past its ‘best by’ date, this will be quite a significant undertaking. Externally, several plywood panels have started to delaminate and will need replacing, almost inevitably meaning that a full repaint will then be needed. The good news is that the underframe and running gear is in good order and so needs minimal attention.

As all this looks as if it will take quite some time it’s possible that we will first attend to the bogies of the Met Brake to extend the time that coach may stay in service. This would allow us to next deal with the Chatham as noted above, to be then followed by what will be really significant work on the Met Brake.

Very satisfactory progress is being made on the **Bulleid** coach. We have at last made contact with the firm having the necessary dies to roll the correct steel sections for the window frames. Hopefully this will be translated into the sections themselves in the fairly near future, after which we can go ahead with Messrs Smiths Fabrications to replace the first section of the external cladding. There’s no reason to suppose that this will be other than reasonably straightforward and that the rest can then follow in quick time. After that we will need to face up to finding money for the curved safety glass (expensive!) and will be able to reinstate the interior. The seating and the other components for this were completed some considerable time ago and are in our Store all ready to go into place.

Excellent progress has been made on the first bogie. This is now largely complete but before the bolster can be put back into position we await friction-material rubbing plates, expected within the next few weeks, and of course the replacement inner bolster spring before final assembly can take place.

Good progress has also been made in cleaning and painting the section of the underframe at the Oxenhope end, accessible now the bogie is out. There's rather a lot more to go at underneath this coach – it's *very* long!

The expression “can of worms” comes to mind concerning the Oxenhope end corridor connector. The connector itself came off without

too much difficulty but has revealed rather a lot of timber in need of replacing. Nothing terminal, but there's much more work there than we had anticipated. The problems are centred around water ingress and consequent problems with steel screws through steel sheets into wood. It's very apparent that it's not the first time the connector has had to be prised off: the difference is that we did the job relatively neatly!

An associated problem is to find somewhere able to remake the bellows of the connector itself. This is made up of strips of canvas, stitched together as a multiple-Z assembly, and is rather large. Any suggestions, please? At least the old one came off in one piece and makes a good pattern for the new ones. It is however dated “2 64” and over the years has got very brittle.



Above: the Bulleid came out of the Workshop into Ingrow Yard during a recent shunt. Since then the nearer bogie has been run out and is now close to the end of full restoration: much work has taken place on the underframe: and the nearer corridor end connector has been removed for rebuilding.

The MS&L four-wheeler and the GNR and MR six-wheelers remain much as before. The MS&L is in good order and is on display: it possibly will receive minor attention to its paintwork and a re-varnish this coming Summer.

The two six-wheelers remain as long-term restoration projects. Before we can think of possible grant assistance for either of these a great deal of research and then costings need to be done. If you would like to help with this, we'd be delighted to hear from you.

Website and email News

The value of these forms of communication continues to grow. Paul Holroyd shows amazing ability to rise at the crack of dawn and on his way to work check the considerable number of email queries, many arising from web-site visits. These vary from such queries as ‘Do you have a copy of the March 1963 edition of *Railway Magazine*?’ ‘Do you have any Bardic batteries in stock? If so save two and I will ring through my card number.’ ‘I have found a carriage body in a field... Can you tell me which railway it might be from?’ ‘We are looking for carriages suitable for a film concerning the First World War: can you help?’ All are sorted and all are answered.

Sales notes

The retail side of the Trust's work receives little mention and yet is a vital part of the whole enterprise. The team consists of Bob Stott as Shop Manager, John Stephenson as Volunteer hardware Buyer and the rather too small team of volunteers who help by looking after Sales at weekends.

We have received several very useful donations of books recently including one via our old friend Malcolm Loukes, who many of our regular customers will remember from Haworth Mill Hey Shop days. Malcolm has recently moved to Northallerton and looks forward to being able to put in more appearances on the Museum Sales desk in the future.

Magazine back number donations and sales continue to flourish. Our thanks to all those who donated these, and thank you to those who spend so many happy hours sorting and stacking them in the Magazine Room. Please ask your friends to donate any unwanted items from their collections – magazines, books, hardware and indeed any items that are railway-related are always very welcome. And if you are able to offer even the occasional hour or so helping with the sorting, you would be very welcome!

Available hardware is listed on our website, which is www.vintagecarriagetrust.org We accept telephone and email orders. The email address is admin@vintagecarriagetrust.org We can take most credit and debit cards (but not Diners or American Express). Come and give our Shop the ‘once over’ – you will be amazed!

Visitors

We were very pleased to welcome recently visitors from **the China Railway Museum** in Beijing. The Museum is owned by China Railways. Our visitors were Miss Gou Yanhong, a Researcher, and Zhou Jian Chang and Kang Bin, Vice Presidents of the Museum. They were escorted by Stephen Middleton of “Stately Trains”, based on the Emsay & Bolton Abbey Railway. Stephen had made contact with them on visits to China with his Chinese wife. Stephen writes of the China Railway Museum that there has been “a large investment in a new building on a large site (looks like Shildon only larger). They have brought many locomotives and rolling stock out of storage sites around the country and into this secure building.” The objective of their visit to us and to other sites over here was to see how such items are displayed and interpreted and to consider interactivity and marketing to attract visitors. As well as our

Museum, the party visited the National Railway Museum at York, the NRM at Shildon, and the Emsay & Bolton Abbey Railway.



Left to right on Stephen Middleton's photo: Miss Gou, John Stephenson, VCT President Robin Higgins, Mr Zhou, VCT Secretary Michael Cope, Mr Kang.

We also recently welcomed **Malcolm Moss MP, Shadow Minister for Tourism and Culture**. He was accompanied by the prospective Conservative parliamentary candidate for this area, Karl Poulsen. In spite of the cold of a late December afternoon both seemed to enjoy the tour of the Museum – as certainly did Karl Poulsen's very young son! More importantly for us we were able to take time round a table to discuss many topics which concern the museums world. These especially included the apparent lack of status held by heritage in the plans for the distribution of lottery money in future years. As a museum whose progress has been considerably enhanced by grants from the Heritage Lottery Fund we are concerned that this flow of grant assistance should not slow or even cease altogether.

Working Weekends and Working Evenings

Mark Astley writes words of encouragement on Working Weekends and Working Evenings:

“As a regular working member at VCT, I look forward very much to the Working Weekends and Wednesday Working Evenings once a fortnight.

I personally feel that these events bring people closer together as we have to work as part of a team. It also helps progress restoration projects such as the Bulleid bogie restoration, work on the coach itself and other things that happen within VCT. It is a great feeling to be a part of these projects and also the sense of pride that can be achieved on completion of a major or minor project.

The teamwork makes you feel that no matter how small or large a project you are given, whatever you do you are a valuable member of that working team. It is also nice to work in such excellent surroundings as we have at Ingrow,

Bellerophon

Mark Astley as the locomotive's Caretaker is following the progress of *Bellerophon* at Foxfield Railway. He reports that work has commenced on the overhaul. The boiler has been lifted out of the frames and the inner firebox has been inspected. He is awaiting a report on the condition of the foundation ring. There is some wastage on the firebox throat plate. The welding work which needs to be carried out will be undertaken by LNWR at Crewe. The same people are undertaking the work on the Worth Valley's 4F.

especially now heating has been installed. There is varied work available to all members no matter what your skills or abilities are, this could be maintenance around the museum, coach restoration or even sorting magazines.

All people have to do is look at the excellent restoration of the GN 2856 to see the type of work that is carried out by all at VCT.”

If you would like to take part in either a **Working Weekend (the second full weekend of every month)** or a **Working Evening (the first and the third Wednesday evenings of each month)** please feel free to contact the Museum on 01535 680425. You would be made most welcome whatever your skills. There is also an opportunity to make new friends – and have a free cup of tea or coffee!

It is hoped that restoration will be completed by Foxfield Railway within two years.

Progress is dependent on our finding the necessary funds. If you join us in wishing to see Bellerophon working again and would like to support this project, your assistance would be very much welcomed – you will find a slot on the enclosed “Spring Appeal” sheet for the purpose!

Sir Berkeley

Ian Smith reports from Middleton Railway that as 2004 draws to a close, our little green engine has appeared to be slumbering in several places around the MRT's Moor Road site. However, all is not quite what it would seem at first glance, as Ian wrote earlier this month:

“Work on the new boiler has continued at Newton's boiler

works. The firebox backplate has now been constructed and other parts of the firebox will follow in short order. A number of re-usable components from the original boiler have now been removed, ready for use with the new one. What's left is a shell containing some boiler tubes and this will, in due course, be sectioned to show visitors how these early boilers were built and, of course, how a boiler actually works. Ready for removal to Bradford is the “old” smokebox and door.

These items are to be riveted to the new boiler at the appropriate time.

In the meantime, work is continuing on a couple of MRT projects in order to free up the space to allow *Sir B's* frames to enter the workshop ready for overhaul, the side rods also being present for overhaul.

Measurements have been taken of the front buffer beam and a new and expensive piece of oak has been acquired by VCT. This should be on its way to Middleton as we write. There the old, cracked, buffer beam will be removed and the new wood inserted, whilst the metal “outside” face will require straightening. The wheels require re-tyring and that will shortly be outsourced to give us a decent set of wheels for the old boy to run with!

As with many organisations at this time of year, MRT will be heavily involved with “Santa”, which is likely to mean that the frames overhaul will actually start in earnest after the Christmas festivities, and members will be kept informed of events as they happen.

Lord Mayor

Dave Carr, the Caretaker of this illustrious little locomotive, is very pleased that it now has a place over the pit in the Workshop.

This allows many of the underframe messy jobs to go ahead, such as cleaning the inside of the wheels, the frames and the under-belly of the boiler. The cab meanwhile is being stripped ready for a repaint inside and



Sir Berkeley's boiler under construction at Messrs Israel Newton's, Bradford: the firebox wrapper being drilled to enable it to be riveted to the throatplate and to the backplate.

Photo: Steve Roberts

Late news: Sir Berkeley's frames are planned to enter Middleton's Workshops on Wednesday 29th December as part of an end-of-year shunt: so all is now set for work to start on these. The work to restore Sir Berkeley is with much-appreciated grant assistance from the Heritage Lottery Fund under the 'Your Heritage' programme – which means that Middleton are providing rather a lot of volunteer labour and we need to find quite a bit of cash as our parts of the 'matching funding' for this project. If you can help with either, we would be delighted to hear from you!

out. The tank is near to final filling and rubbing down prior to the start of the repaint. The aim is the locomotive fully repainted and again looking very attractive back in its favourite spot at the front of the Museum by next Easter. Any who can spare an odd day to help with this would be very welcome by Dave and his team.

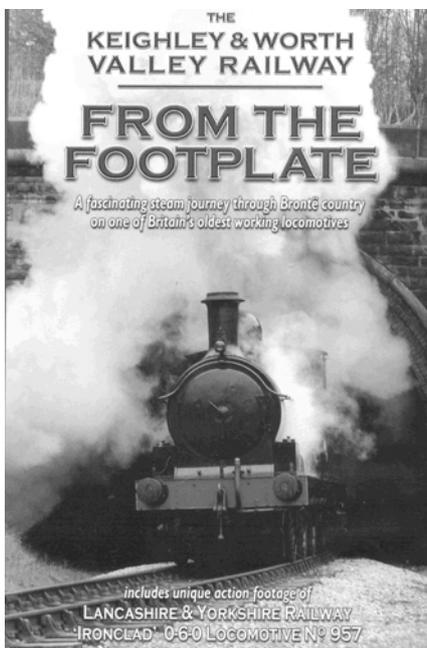
Mileposts Corner: and the W & G Award



John Stephenson's ongoing quest (ably helped by his green-fingered wife Susan) to make the approach to the Museum as interesting and attractive as possible has taken a further step with the planting of four trackside posts from the Collection. To the left, John is seen here trying to look as if he had heaved and planted them all by himself. Truth to tell his son Tim was of more than a little help. An explanatory board on the nearby fence will be added in the near future.



Susan was this year's winner of the Wallis & Grommitt Award, given to those who have shown outstanding devotion to the work of the Trust during the past year. Here, VCT Curator Jackie Cope makes the presentation to Susan of this prestigious award – a W&G mug and what we think is a W&G toothbrush holder – with the background formed by the shrubs and flowers to which Susan has so successfully devoted so much time and attention.

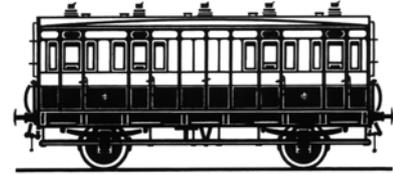


'From the Footplate'

This is the title of a new video by BNT featuring Lancashire & Yorkshire Railway 'Ironclad' locomotive No. 957 on the Worth Valley Railway, with substantial coverage of our coaches. It is available from the Trust at the price of £13.99 for the Widescreen VHS version or £16.99 for the DVD version, plus 60p post and packing. Recommended.



VCT: 40 years



1965-2005

Forty years of VCT – and just over thirty-five years between David Page’s two photographs of Ingrow Yard, looking towards Keighley. These aren’t taken quite from the same angle but identifiers include the chimney just to the left of the prominent telegraph pole on the first photo, also the tower blocks on the skyline. David took the earlier photo on June 14th 1970. It reminds us of the emptiness and desolation of Ingrow Yard – very much a wasteland until our Trust was able to start building the “storage shed” that has now developed into the Museum of Rail Travel.

The earlier photo also provides a reminder of the double slip giving access to Ingrow Yard in British Railways’ time, with its connection down towards Keighley. This connection was used only very occasionally in Worth Valley Railway days. The Worth Valley’s Civil Department’s complete remodelling of the Yard in the late 1990s now gives access from the Oxenhope direction only. The present-day double slip (immediately beyond the ‘Walkden’ van, awaiting removal from the Railway at the time of David’s photo, a couple of months or so ago) is very roughly on the site of the old installation but has a very different orientation and function.

We are very grateful to David for looking out and printing these and other ‘before and after’ photographs, which have been added to the Trust’s Archives.



New Members

A warm welcome to the following new Members, who have joined the Trust recently:

Mr I Peacock, Wakefield: Mr R Kirkby, Manchester: Mr C Harper, Bradford: Mr S Darbyshire, Boston Spa:
Mr C Smith, Haworth: Mr J Proctor, Leyland: Mrs I Evans, Sale: Mrs S Rye, Cambridge: Mr M G Yates, Bradford: Mr
D Roberts, York: Mr L Day, Huddersfield: Mr D Gibson, Dewsbury: Ms S Steers, Bradford: Mr M Banks, Rotherham.

WVR Spring Gala Weekend, Vintage Train Days

The Railway's Spring Gala Weekend will take place on Saturday 19th and Sunday 20th February. Please note the date, but please also note that at the time of writing the Trust has not been asked for any stock and details of the weekend are as yet not available. We offer our usual advice to ring before setting off: either the Railway's 24-hour Information Line 01535 647777, or the Trust on 01535 680425.

It's also as yet not clear what are the dates for the Railway's Vintage Train Days this year or indeed whether the Trust's stock will be involved. Whilst this should be resolved in the near future it does look as if some incorrect dates have been published (hopefully not too widely) and we can only again suggest that you ring before setting off.

Other Notices

Heritage Railway Association: the 2005 programme of meetings is posted on the Notice Board in the Mess Room at the Museum or visit the HRA website www.heritagetrains.com

Working Weekends take place at our Museum on the **second full weekend of each month**. So; dates for the first half of 2005 are: **January 8th/9th: February 12th/13th: March 12th/13th: April 9th/10th: May 14th/15th and June 11th/12th.**

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. There's always work for everyone: no special skills needed – so how about joining us for an hour or so (or more) on one (or more!) of these dates? Let us know your interests and we will try to find you a niche. We look forward to welcoming you!

Jet "Big Smile" Promotion. Continued thanks go to those Members who use their VCT "Smile" cards when purchasing fuel from Jet garages. The 1p given to the Trust for each litre of fuel purchased continues to represent a steady source of extra income to the Trust – please keep it up! If you buy petrol or diesel from Jet fuel stations, please consider joining this scheme. It's now much easier join (at least in theory – if you have a problem, please contact the Trust's Secretary). In principle, all that is necessary is to pick up a "Smile" card when next you visit a Jet station, complete Part 1 of the form and in the section "Big Smile Account name" on Part 2 write the VCT's Smile number, which is: 02 0169 3975.

Gift Aid. If you haven't as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so (using the form which should be enclosed with this copy of the *Newsletter*)? This will allow the Trust to recover Income Tax you have already paid, so increasing the value of your Membership Subscription and of any donations you may make by 28 pence in the pound, at no extra cost to you.

If you do not pay Income Tax or if you do not wish to take part in the Gift Aid scheme, would you please write "I do not wish to participate" across this form and return it to the Trust.

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

Data Protection Act. VCT is registered under the Data Protection Act. The Trust's membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

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!

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may now nominate a Charity to receive any tax repayments as a donation. Should you wish to support Vintage Carriages Trust in this way (and also presumably if you have any tax repayments due!) you may do so by quoting the Trust's unique code, which is: FAC78RG. So, if you are self-assessed, please note this number and please consider using it to support our Trust.

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