

# Vintage Carriages Trust

## Members' Newsletter: May 2004

### Excellent progress continues – but there's several "buts"!

It's an exciting time for our Trust, with lots of really positive progress on a number of fronts. There's good news about *Sir Berkeley*: the Builders have very nearly completed our revised front entrance, with its all-important second staircase: and within the next few weeks our Great Northern Railway bogie carriage No. 2856 will be complete and available for use!

### **Sir Berkeley**

Let's start with our locomotive *Sir Berkeley*. We are delighted to be able to tell you that the Heritage Lottery Fund has kindly agreed to support the restoration of this historic Contractors' locomotive with a £50,000 grant – the maximum available under HLF's "Your Heritage" programme. This work includes making a new boiler to replace the present, which not only is life-expired but also is of now-illegal (albeit fascinating) construction. This work will be done by Messrs Israel Newtons of Bradford and looks to start in the quite near future – we've already made the "first stage" payment to them and they have been in touch with Steve Roberts of the Middleton Railway about this job. Mention of the Middleton Railway is a reminder to emphasise that this project is a co-operative one between us and the Middleton. We will find the "matching" finance to complement the Heritage Lottery Fund grant, whilst the actual work will be done in the Middleton Railway's Workshops under Steve's direction. He is the Middleton's volunteer Chief Mechanical Engineer, as well as that Railway's Vice Chairman.



The complete restoration project is expected to take two years. As part of this project we will put the old, historic, boiler on public display. This will show just how a locomotive boiler works, also aspects of boiler design and construction dating back well over a century and now well and truly out of date and indeed illegal.

*Sir Berkeley* was of course built in Leeds, not very far from the present Middleton Railway. Whilst remaining very much in VCT ownership, the locomotive will form part of Middleton's now-impressive and important Collection of Leeds-built locomotives. The locomotive certainly fits well into the Middleton scene, being of a size appropriate for that Railway. Once it's again operational, *Sir Berkeley* will be available for "occasional, controlled" use on the Middleton Railway, with possible visits to other Heritage Railways and even overseas (as has happened in the past, when he visited the Museum Buurt Spoorweg, Haaksbergen, The Netherlands). A visit to the Worth Valley Railway would be very pleasant but presents the challenge as to what the locomotive could actually do on our Railway – its size is such that it doesn't really fit in with the Railway's operation. We certainly look forward to seeing *Sir Berkeley* operate once more and are very grateful for the support given by the Heritage Lottery Fund, without which this just would not be possible.

*There is of course a fairly big "but". Our Trust's contribution to the overall project is a financial one. The total projected cost is £79,854. The Heritage Lottery Fund is able to support this to a total of £50,000 – the maximum permitted under the "Your Heritage" scheme. This leaves a sum of £29,854. Of this, £18,263 will be contributed by volunteer labour, as represented by the work to be done by our friends of the Middleton Railway. This leaves £11,591 to be found. In cash. By us. Rather more than one third of this has been covered by those who kindly pledged donations now two years ago. However, and additional to these pledged donations, our Trust needs to find further cash totalling just over £6,400 to cover our side of the project. The sooner we manage this, the better. So, if you would like to see Sir Berkeley in steam once again, and are able to help with a donation to help find our Trust's financial commitment, would you please use the form enclosed with this Newsletter to make your contribution? Thank you!*

## The “Upstairs/Downstairs” project

Those who have been able to visit our Museum in recent weeks will have seen that the front extension has progressed far beyond the skeletal stage shown in the photograph and is now virtually complete. The main object of this exercise was of course to provide a second or emergency staircase to the upstairs room, so allowing this room to be used more effectively and more safely. Overall this project has been very successful, although at the time of writing there are however several “tidying up” items to be attended to.

*Once again, there's a “but”. There was a cost escalation, and our recent appeal was under-subscribed: maybe an appeal to help build a staircase isn't terribly exciting! However if you would like to contribute towards this essential project, there's space on the enclosed form. Glamour-free it may be: but this small extension is an essential part of our Trust's work!*



## Great Northern Railway Brake Composite Lavatory coach No. 2856

A successful conclusion is most definitely now in sight for this project, which should be complete by the end of next month, being the final date for the much-appreciated grant assistance we are receiving from the Heritage Lottery Fund.

Progress has been very satisfactory since that reported in the last *Newsletter*. The “smoking” First Class compartment is now complete and looks superb. Our Upholsterers are currently working on the “non smoking” compartment, and are quietly confident that they will meet the deadline. A second prototype window blind was found very satisfactory, and the “production run” is now in hand. The panelling in the (now two) toilet compartments is complete and approaching the “final varnish” stage. Replica water tanks for these toilet compartments are well advanced, with replica hand-operated pumps following close behind. The saga of the drop-down washbasins continues. The one from Zimbabwe finally arrived in this Country and was eventually extracted from Customs at Birmingham Airport – but was then found to be so hopelessly wrong that we weren't even allowed to see it! Sadly we've now abandoned the Zimbabwe connection and are trying elsewhere – currently Portsmouth and Leith. If these prove unsuccessful, we will follow up the South African contact as suggested by the Railway's David Pearson. We'd much prefer to “do the job properly” rather than to use the two ex-BR sleeping car dropdown washbasins we have available.

*As you might expect, there is again a “but”. We are currently running over budget, by a currently-estimated £3,500 to £4,000. This results mainly from our enforced change of Upholsterer: Terry Brown of Messrs Pickerings of Bradford is doing a superb job – but superb jobs aren't cheap! We've just outlined two things for which your Trust would welcome your support – here's the third! We are very pleased with what is shaping to be a superbly-restored carriage and think you will be delighted when you see it. However, we do need the extra finance if the work of the Trust is not to be severely curtailed – so if you would like to help, or to further help, towards this excellent project, now's the time! Again, you will find space on the enclosed form.*

The first public use of this carriage after its completion is planned for **Sunday 28<sup>th</sup> September**. To coincide with this year's Carriage Restorers' Weekend (details below), a Vintage Train will run in the Worth Valley Railway's relief path on that day. All being well, No. 2856 will be included in this train. As this coach has so few seats, priority will need to be given to invited guests on this occasion. We will be sending invitations to those who have helped in this restoration, whether financially or otherwise, later in the year.

## Nine compartment Metropolitan Railway carriage

It seems an eternity since we decided to clean, repaint and revitalise the underframe and running gear of this carriage and to touch up the body paintwork. After a great deal of hard graft, this work is now virtually complete. The only remaining significant work is to replace the piston rod bushes for each of the vacuum brake cylinders, both of which were found to be severely worn. After this, and after putting the two brake cylinders and their linkages back in position and after testing, we will need to take the coach on to the Railway for a trial run to bed in the brake blocks and to allow adjustment of the brake rigging as necessary. After that Chris Smith will give the bodywork a coat of varnish. This carriage will then be again available for occasional use on the Worth Valley Railway and elsewhere. In particular, it's likely to join our other two Met coaches to form an “all Met” set for the third Vintage Train Sunday of this year, on **6<sup>th</sup> June** – so if you would like to see what we hope will indeed be an “all Met” set, do come along.

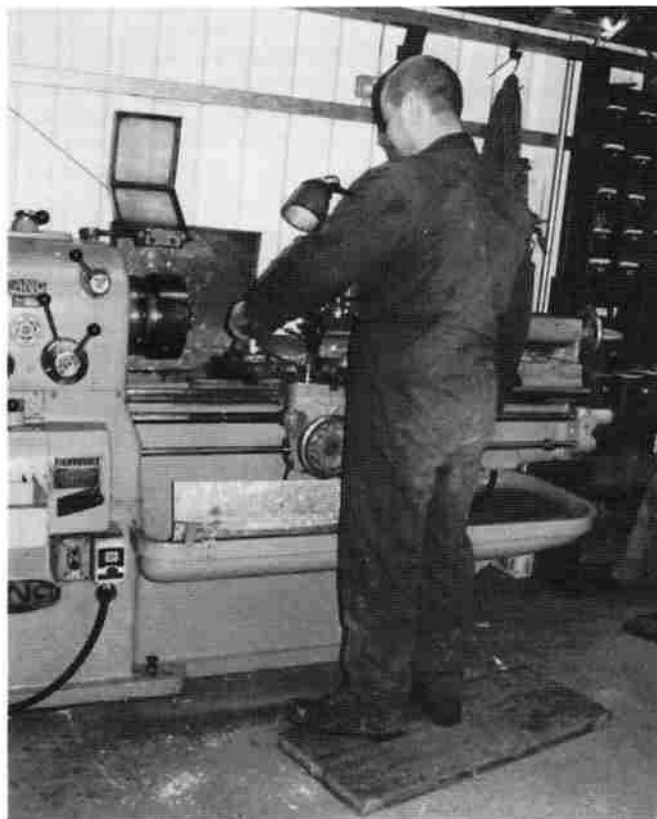
We've spent a lot more time and effort on this carriage than we had anticipated. The good news is that the running gear of this carriage is now in far better order than it has been for at least the last forty years. At our level of use, other than routine

lubrication etc, very little (if any) attention should be needed for at least the next forty years and we look forward to seeing this carriage in occasional use on the Worth Valley Railway and elsewhere.

But... the bad news is that rectifying the bogies cost us much more than anticipated. Wheel turning was an expected expense: the total cost of this was £1,322. For the first bogie the necessary inspection, heat treatment and reassembly of the four suspension leaf springs was straightforward, albeit somewhat expensive at £887. Several individual springs had to be replaced for the second bogie, pushing the price up to £1,259. Several of the eight spring hanger coil springs of this bogie had to be replaced, albeit at the modest cost of £179. For this same bogie, one of the two inner of the nested springs supporting the bolster was found to be in two pieces. As reported in the last *Newsletter*, the cost of a new pair of these springs to replace the broken one and its counterpart would be in excess of £2,000. Fortunately Messrs Morris Springs of West Bromwich were able to shorten two longer but otherwise identical springs (kindly provided by the Railway's Carriage & Wagon Department) for the much lower price of £244. However, we then found that one of the four rubbing plates on the bolster was in two pieces, and a second had a section missing altogether. Both looked as if they had been in that condition for many, many years! Fortunately, specialist cast iron welders Messrs Hart Brothers of Oldham dealt with this very efficiently at the very reasonable price of £329.

Thanks go in particular to John Heaton, who has done a sterling job of cleaning and repainting the underframe and its various appendages, both as one of our employees and as a volunteer (and indeed the Caretaker of this carriage). Also to Chris Smith who has attended to most of the technical aspects of the bogie and its suspension and the brakes – and to Mark Astley, Jason Astley, Len Smith, Alan Mickleborough, John Boddy, Mike Holmes and all others who have worked on this coach during its present overhaul.

*Totalling the just-mentioned external costs gives a figure of £4,220. And this is just for contracted-out work! Hence the "but...". This figure is a great deal higher than we reasonably anticipated when we set off on this straightforward "clean underframe/check and make good bogies" exercise. Our thanks go to all those who responded to the "Spring Appeal" of the last Newsletter – your support is very much appreciated! However, there is still room for further donations. So, if you would like to support, albeit now retrospectively, the work on this coach which has allowed it to be restored to such good running order, your Trust would be very pleased to hear from you. There's an appropriate space on the enclosed form!*



Our Engineering Employee, Chris Smith, with the lathe kindly loaned to us by the Railway's Locomotive Department. This has proved a very useful addition to the equipment of our Workshop.

There's a theme emerging from all the above! It's that we have done a great deal of really useful work lately – but that we have spent rather a lot of money. This has depleted our reserves more than somewhat, with the result that to avoid a cut-back in our work we would much welcome donations towards the various projects as outlined on the sheet you should receive with this copy of your *Newsletter*. We've achieved a great deal – please help your Trust to continue with its work, at this level of activity: we look forward to hearing from you!

## ***And now to other matters – hopefully not requiring finance!***

### **Membership**

*Our Membership Secretary, Malcolm Clark, writes:*

Thank-you to all of you who have renewed your membership – particularly everyone who renewed so promptly over the Christmas/New Year period. And thank-you also if you were able to add a donation to your subscription.

At the end of April, about 70 members had not yet replied – if you are one of these, you will find a reminder with this

*Newsletter*. Please return it with your subscription as soon as you can since this will be the last *Newsletter* you receive if we don't hear from you. If you have decided not to renew your membership, please let us know why – we don't want to lose you and we'd like to see if we can address any problems or dissatisfactions which you may have.

Your membership matters.

### ***Lord Mayor***

Unfortunately, circumstances were such that our Ingrow-based locomotive missed being repainted before Easter and therefore is still in a coat of primer. *Lord Mayor* is so popular with our younger visitors that we just daren't take

him (or maybe her) away from the front of the Museum to the Workshop for the necessary preparation and painting over the Summer period. Hopefully Dave Carr and his team will be able to tackle this once the Summer rush is over.

## **Bellerophon**

Our locomotive *Bellerophon*, over on the Foxfield Railway, patiently awaits his ten-year overhaul. Our Agreement covering this should be finalised in the very near future, with an Appeal being launched on the occasion of Foxfield's Annual Gala (24<sup>th</sup>/25<sup>th</sup> July), at which *Bellerophon* will be on static display. By that time we should have a reasonably clear idea as to how much this ten-year overhaul will cost. As well as new tubes, the fire grate and the ash pan are items we know need attention. There's nothing else we know of – but we cannot be certain until dismantling has taken place. Immediately-available money will cover the cost of the new boiler tubes, but we will need to raise money to cover everything else: hence the need for an Appeal! More information later; but if you have an especial interest in seeing *Bellerophon* steam again and would like to contribute in cash, kind or labour would you please contact Trevor England or Chris Smyth, c/o Haworth Station.

## **'Bulleid' carriage No. 1469**

There's been a little progress with this carriage in that the cladding has been removed from the Keighley end and that Mr Smith of Messrs Smiths Fabrications of Elvington has visited us and we now know the way forward. There are two reasons for relative inactivity just at present. The first is the obvious one of finance; and the second is that we are having some difficulty contacting the metalworking firm as recommended by Roger Williams of the Bluebell Railway as a source of the special sections needed for the window surrounds. We would be greatly helped by sight of engineering drawings of this series of carriages. These just don't seem to exist – but if any Member knows otherwise we should be delighted to hear

We appreciate that not all our members can be as active as they would like to be but we do appreciate your interest and support. Ken Turner has been a member of the Trust for some long time and a great supporter of the *Bellerophon* cause. He kindly sent an interesting photo of his cardboard model of the locomotive in its original colours, as it would have been for most of its working life. The photograph has been put into our already extensive archive on the locomotive. Our archives give support to our Collection which we as a Trust hold for the benefit of future generations.

On Wednesday 7<sup>th</sup> July *Bellerophon* will receive visitors (in quantity). The entire Richard Evans School from Haydock will visit Foxfield as part of their 125<sup>th</sup> Anniversary celebrations. The School's foundation dates back to the time when the Evans family developed Haydock, building housing and facilities for the workers in their colliery, foundry (where *Bellerophon* was built) and rail complex. A report on this visit will appear in our next *Newsletter*.

of them. Our carriage was built to Lot No. 3581, which extended over quite a period of time. So, despite it being one of the very last of this series to be built it isn't of the final Lot. With our work on Great Northern No. 2856 and the nine-compartment Metropolitan Railway carriage so near to completion, the Bulleid is likely to be our next major project. Work with this will include attending to the cladding, reinstating the interior, and work on the underframe and bogies. Most of the interior of the second saloon is already completed, and has been in our storeroom for some years: so at least that part of the work should be straightforward!

## **[www.vintagecarriagetrust.org](http://www.vintagecarriagetrust.org) – a continuing success story**

*Our Trustee and Webmaster, Paul Holroyd, writes:*

"VCT's website is a little bit like the museum building at Ingrow, in that it continues to improve and continues to grow. From small beginnings, with a single web page, it has grown like Topsy, to a site which now includes the Railway Heritage Register Carriage Survey Project, bringing the total to around 4,500 pages of information and a similarly impressive number of images.

In the last issue of the *Newsletter*, we reported that the carriage database had been transferred to VCT's web hosting service. In March, an improved carriage database search engine went "live". It is now possible to search by any two of six criteria and to sort the results in three different ways. Thanks are due to Michael Walton in the United States who wrote the necessary computer programme.

Not only have these improvements been made, but also further carriages – including for the first time a number of grounded bodies that are not formally preserved – have been added to the database.

We have also issued version 1.06 of the Carriage Survey CD-ROM, which may be searched by up to 17 different criteria. Incidentally, the price of this CD-ROM has now been reduced. It is now available at £12 from our Shop at Ingrow, or £12.60 by post. Those wishing to upgrade from earlier versions can do so by returning their CD-ROM together with a payment of £5, or £5.60 by post. (Write to our Haworth Station address, ring 01535 680425 or fax us on 01535 610796. We accept most Credit and Debit cards.)

However, there's more to the website than the database. The website is also how we can tell the world about events such as the Vintage Trains in May and June (and all being well also on 26<sup>th</sup> September). We pride ourselves on having up-to-date

information on the events page. However, we are not resting on our laurels, and we wish to make further improvements to the restoration news pages.

Without a doubt, one of the most useful parts of the website is the list of hardware for sale. This list is usually updated at least once per week. We are receiving increasing numbers of email and telephone enquiries from all over Britain for both hardware and magazine back issues. We try to check emails at least every other day.

The website has enabled us to provide information in a variety of directions. Journalists requiring special research information, enquiries on "which carriage has appeared in which films?", schools seeking links to the National Curriculum, and last but by no means least the general public seeking an interesting location to visit.

We have recently re-vamped the links page to include a number of railway search engines and portals, so there are now links to around 5,000 railway websites through the VCT links page.

We have inserted direct links to a number of other carriage-related websites. The links pages also include local links, so you will find details of local bus operators First Calderline and Keighley & District Travel, together with Metro train and bus information.

Our website is certainly popular. Over the last twelve months the average number of pages downloaded each and every day have averaged 728 for the Carriage Survey section and 183 for the VCT pages. A total of 911 pages downloaded each day is good, for a small specialist site!

We need you to publicise our website – if you are chatting to any other KWVR members, or to visitors to the KWVR, or to schoolteachers, please mention the website."

## Carriage Restorers' Weekend

This is an annual event, started a few years ago by VCT Member Stephen Middleton, to bring together those with an active interest in carriage restoration from all over the country. Meetings thus far have included at Emsay, Bo'ness, the Bluebell Railway and last year at the Midland Railway Centre.

This year this event will be held on the Worth Valley Railway and will be hosted jointly by the Lancashire & Yorkshire Railway Preservation Society (the former L&Y Saddletanks Fund), the Railway, and our Trust. The event will be organised by our Chairman (and the Railway's Vice Chairman) Trevor England and will take place over the weekend of 25<sup>th</sup>/26<sup>th</sup> September. It's not yet determined just what part our Trust will play in hosting this event, but the "home team" will be very much welcomed. Help would be appreciated over this weekend in showing the visiting carriage restorers what we are doing and possibly with demonstrations or workshop sessions. Should you be able to help here, would you please contact Trevor England to offer your services.

## The Story of the Harrison External Communication Cord

We have very little historical information about our Great Northern Railway carriage No. 2856. That which is available suggests that it was provided with an external communication cord to the Harrison pattern. Our Vice Chairman Paul Kirkup spent quite some time investigating this and in due course arranged for us to borrow a sample communication cord ring from Tony Lyster of the Quainton Railway Society. These rings carried a cord running along the outside to the carriage just above carriage door height, so allowing passengers in case of emergency to reach out of the door window and pull the cord downwards. Tony Lyster's sample ring is from the London & North Western Railway but appears to be identical to those shown on the available Great Northern photographs, except that its mounting base was at ninety degrees to that required for our carriage. The Pattern Maker had no difficulty in making the necessary changes and we now have a full set of these rings, sufficient for both sides of the carriage.

A mystery was just what was the effect of pulling this external communication cord. As far as we were aware, the cord was continuous down the train and operated a separate whistle on the locomotive. Indeed, the former position of such a whistle can still be seen on the Railway's recently-restored Lancashire & Yorkshire Railway "Ironclad" locomotive No. 957.

What was not so clear was what, if anything, happened in the Guard's brake.

Following Tony making a recent purchase via eBay, this question has now been largely answered. This purchase was of a copy of "Inter-Communication in Railway Trains. A Paper read before the Fourth Session of the International Congress on Railways at St. Petersburg, June, 1892, by Mr. Harry Pollitt (M. S. & L. Railway, Manchester.)"

Quoting from this Paper:

"On the 9th of January, 1868, the General Managers of the English Railways, after a full inquiry, agreed unanimously on the adoption of the Cord System. On the 27th of February, 1869, the Board of Trade informed the General Managers that they would conditionally approve, as required by the Act, of the Cord System; and the result of the correspondence which ensued was that the cord apparatus was generally introduced on the 1st of August,

There's a possibility that as a special treat a four-coach VCT train will be in operation in the relief path on the Sunday afternoon. Hopefully this will consist of our three Metropolitan Railway carriages and Great Northern No. 2856. There is a capacity problem with the Great Northern carriages. At the most eight a side with a squeeze for the two Third Class compartments and most definitely no more than five in each of the First Class compartments means that on this occasion we will need to give priority to invited guests, then to the carriage restorers, and sadly only then to VCT Members. It's worth asking on the day – but please be prepared to travel in the Metropolitan carriages, which have a very much higher capacity!

In his capacity as Co-ordinator of the Railway Heritage Register Carriage Survey, Michael Cope will be organising a meeting of those who are actively involved in this survey. This will take place at our Museum on the Saturday morning, probably from 11.30 am to 1 pm. Would those VCT Members who are also actively involved in the Carriage Survey please note this time and place: and would you also let Michael Cope know if there's anything in particular you wish to see raised at this meeting?

1869." "The cord apparatus consists of a cord which passes along the train from the rear van to the engine, on the right-hand side of the train, which is wound round a wheel in the guard's van, and is kept in a state of tension by means of a weight. On the edge of the wheel is a movable catch, which is adjusted at starting by means of thumb-screws, according to the length of the train and the amount of slack which has to be taken up. When the cord is pulled this catch strikes a bell, which is kept ringing by means of clockwork until stopped by the guard. The cord passes from carriage to carriage through iron hooks projecting from the cornice at the side of each vehicle, this arrangement being necessary to enable the train to pass any curve without the cord fouling the carriages.

The communication is made by the cord being pulled down from outside the window, thus ringing the bell in the rear van and sounding a whistle or bell on the engine by means of a spring which closes the whistle valve when the cord is released."

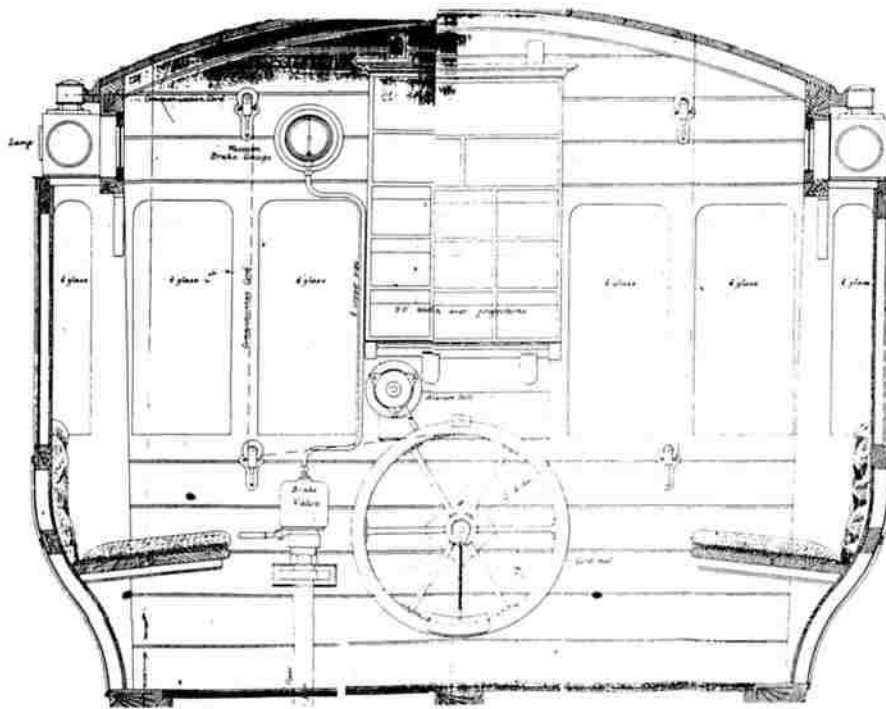
However, the Paper continues:

"The cord may appear, at first sight, to be the most simple, the most practical, and the most easily applicable of the various means of communication in trains, and it has, under that impression, been adopted on most of the principal railways in the United Kingdom,

But it is by no means so simple in the actual practice of working as might be anticipated. There are too many adjustments to be attended to whenever a train is made up, and before it is started. Not only must the cord-couplings be complete between the carriages and the vans, and between the front van and the engine, but also the bells in the two vans must be wound up, the cord must be properly threaded through the pulleys into each van and wound one or more times round each wheel, the slack must be taken up in the requisite degree, the cam must be adjusted to its proper position on each wheel, and the balance weight, which compensates for the working of the buffers, must in each van be adjusted.

This system thus depends for success upon a complication of adjustments which are liable to be neglected by railway servants, and if neglected render the apparatus useless, and it is therefore absolutely and entirely incapable of fulfilling the essential and vital conditions of a reliable and adequate system. Simplicity in principle or construction and simplicity in working are too frequently confounded, and that is what has happened in this instance."

The Paper includes a diagram showing the cord wheel as installed in the Guard's Brake. This is reproduced in part overleaf.



It would seem that the very significant shortcomings of the external cord system had been known since 1872 or even before. There was however a great inertia towards change and this system continued for many years, with better alternatives finding no general acceptance. This applied until the Regulation of Railways Act of 1889 for the first time required all passenger trains to be fitted with continuous brakes. Only after then was a steady move towards internal chains or handles by which the passenger could at least partially apply the brakes themselves come into general use: as applies to this day. It looks as if the Great Northern Railway was not enthusiastic about such changes – although our own No. 2856 must have been one of the very last built with an external communication cord.

A preliminary investigation towards providing a replica cord wheel inside the Brake compartment of our carriage indicated that this would be quite possible, but expensive. A very preliminary budget price for the complete replication

is about £2,500, mainly by reason of the high cost of correctly replicating the cord wheel itself – it's a composite casting: the Victorians didn't know about fabrication! This investigation was helped by belatedly realising that such a wheel exists, on display at the National Railway Museum, in the North Eastern Railway "Birdcage" Brake section on display in the "Warehouse". It is not explained or interpreted in any way, which possibly is why we were previously not aware of this – and why Tony Lyster himself said he was well aware of this Brake section, but had not appreciated what it contained!

Although the high cost of any replication means that we are unlikely to proceed with this in the immediate future, we should be pleased to hear from anyone with a particular interest in seeing this progress.

*We extend our thanks to Tony Lyster for his permission to photocopy his copy of this Paper (this photocopy is now in the Trust's Library) and to publish these extracts.*

## Loans and Donations

In the last *Newsletter* we invited communications with information or items of use in informing the public on railway matters and particularly on railway coaches. This invitation still holds. Since then, we have received three interesting items, one on loan, the other donated.

We were contacted by Mr George Cocking offering the long-term loan of his 3½-inch model of a Stanier LMS Third Class carriage. We were very pleased to accept. Our Chairman and other Committee members welcomed Mr Cocking to the Museum in March and the model was duly placed in one of our secure display cases. The attention to detail in the coach's interior is most impressive. Mr Cocking very helpfully also left with us some of the small interior fittings for display in front of the display to show more clearly just what is involved.



The **North Eastern Railway lamp** mentioned in the last *Newsletter* as a new interpretative acquisition has now been restored by John Stephenson with the assistance of his friend Rod Greenwood, who rebuilt the lantern, wired it for electricity and then fitted it to the post. The complete lamp is now in place next to the post box at the front of the Museum. We now seek an inquisitive dog – or preferably a replica dog – and more importantly a more authentic-looking fitting for the light itself, which would of course have been gas. Somehow an electric light bulb looks very out of place. Has any member any thought on the matter, either of the light or the dog?

In the photo, Rod prepares to put in place the hefty lantern.  
The initials "NE" of the "NER" can just be seen at the top of the post.



In January Eric Cope (no relation to our Secretary) a long time member of the Trust donated two **Metropolitan & District Railway enamel destination plates**. These are METROPOLITAN with DISTRICT on the reverse and BARKING with EALING on the reverse. Interestingly Eric bought these signs from a VCT stall on Oxenhope Station way back in 1981. They have done a full circle back home, no longer as sales items but as part of our ongoing efforts to interpret our Collection for the benefit of those who may not be railway enthusiasts.

## RailFest and our "Chatham" coach



We are delighted that one of our carriages, SECR designed/SR built "Chatham" Corridor Brake Third No. 3554, is one of the very few carriages invited to take part in the National Railway Museum's "RailFest" celebrations, taking place between 29<sup>th</sup> May and 6<sup>th</sup> June. We understand the carriage will form part of a static Southern Railway rake behind *Repton*, following *Blackmore Vale* no longer being available for this event. Our carriage will be joined at RailFest by the Worth Valley Railway's working diesel railbus and by English Electric prototype diesel-electric transfer locomotive D226.

We realised that that once away from our Museum we had no means of telling visitors to RailFest about the carriage and about the Trust. With this in mind we successfully applied for a grant from a small fund available from Yorkshire Museums Libraries and Archives Council for voluntary bodies. This application sought to acquire a portable display board and to commission six panels describing not only the carriage but also the Trust and its activities. Rob Kilby, who so successfully designed our current leaflet and our new Guide, once again produced a splendid job – as you will see from the photograph. The black and white does not do justice to the bright green which has now become the VCT "house colour".

## Caption Competition

A number of most interesting entries were made for the Caption Competition which appeared in the last issue of the *Newsletter*. This pictured four of our volunteers leaning heavily on *Lord Mayor* in an attempt to move it. The winning caption was: "The VCT Free-Fall Parachute Team practise in the Museum". Unfortunately, due to a filing error and/or incompetence, we haven't actually got the name of whoever submitted this caption. So, would the winner kindly write in, so that we can send the promised **small** prize?

..and here's the Caption Competition photo for this issue of the *Newsletter*. As previously, contributions to VCT, c/o Haworth Station: and please avoid the obvious!

We promise to keep details of all entries, this time!



## Annual General Meeting

Following the work to provide a second exit from the "Upstairs Room" at our Museum, we will be able to return to the Museum for our Annual Meeting this year. it's a little early to give the formal detail – but please note the date and the time: Saturday 30<sup>th</sup> October 2004, at 2 pm.

As previously, we will be holding an informal lunch before the meeting, once again at the Toby Beeches Hotel, and once again gathering at 12.15 pm for 12.30 pm (sharp!). This should give plenty of time to get back to our Museum for the 2 pm Annual Meeting.

## The "Usual Notices":

**Working Weekends** take place at our Museum on the **second full weekend of each month**. So; dates for the remainder of 2004 are: **June 12<sup>th</sup>/13<sup>th</sup>: July 10<sup>th</sup>/11<sup>th</sup>: August 14<sup>th</sup>/15<sup>th</sup>: September 11<sup>th</sup>/12<sup>th</sup>: October 9<sup>th</sup>/10<sup>th</sup>: November 13<sup>th</sup>/14<sup>th</sup>: and December 11<sup>th</sup>/12<sup>th</sup>**. 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?

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

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

**Gift Aid**. If you 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.

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

**Data Protection Act**. VCT 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 will be aware that for the 2003/2004 returns onwards (these were issued in April of this year) you may 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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