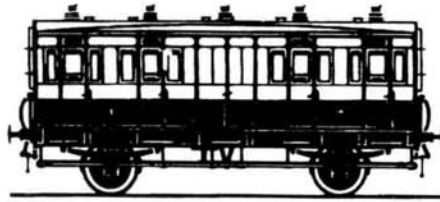


VINTAGE CARRIAGES TRUST



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

Members' Newsletter: March 1996

**Openings: Further Extensions: Filmings:
Locomotives on Tour – and (at last!, after all
that building work!) Plans for Carriage
Restoration. All within this edition of our
Newsletter: so read on!**

The time has come for the **Official Opening of our
“Sideways Extension”**.

This will take place on the afternoon of Easter Bank
Holiday Saturday (6th April), at 2 pm for 2.30 pm.

**You – together with all Members of the Trust, and
all others who have contributed in any way not
only to the Extension but to the original building
– are cordially invited to come along!**

Actually, when we say “Official Opening”, maybe that’s overstating things a bit. We intend keeping it a simple, straightforward, celebratory occasion with minimum formality and maximum enjoyment. The theme will be ‘oldest working members’ and ‘youngest working members’: so especially if you qualify on either count, please do your best to come. Refreshments will be available, and there will be ample opportunity to see the Extension, to see what the Trust is doing – and of course to talk to friends and fellow-Members.

If you can come, please do so!

Saturday 6th April, 2 pm for 2.30 pm!

This Opening does of course mark yet another milestone for the Trust. We might have been forgiven for thinking that, marking as it does the completion of a major stage of construction, it represents a time when the Trust could relax, watch the world go by, and cease being concerned about anything in particular. Not a bit of it! Activities over the past few weeks have continued at what on occasion seems an incredible rate. These have centred around filming assignments, around *Bellerophon*, around *Sir Berkeley*, around Grant applications, around the clock (Mayfield clock, that is) – and (on a more domestic level) around what seems an eternity of electrical work, of cleaning, and of painting. More news of all this follows!

The backwards step: sooner?

In the meantime, you will have noted that there are some **raffle tickets** enclosed with this *Newsletter* (together with an addressed envelope for return of the

ticket stubs and your cheque or postal order, should you be able to support this effort).

These raffle tickets are 20p each, or £1 for a book of five.

Please return the money and any unsold tickets to the Museum or to the Trust’s Keighley or Haworth Shops as soon as is convenient and certainly before the Draw date (which is the day of our Annual General Meeting).

Alternatively please post to the Trust, c/o Haworth Station. The Museum, the Shops, the Promoter or the Secretary would of course be pleased to give you further supplies, should you wish!

Other than cash prizes, there is a quite a long list of other prizes, donated by Trust Members and by local firms. This includes a bottle of whisky, a £10 voucher from Messrs Boots, a travel rug from Edinburgh Woollen Mills, two bottles of wine (including one from Messrs Wilkinsons Builder’s Merchants), a railway video, a very technical cork-screw from our Printers, Messrs Spot On Print & Design, a tray, and a tin of biscuits. Other prizes are still coming in: and if you have anything you would like to give for the purpose, please don’t hesitate! (If you prefer not to have anything to do with raffle tickets of any kind, please take no further action – except to let the Secretary know so that he can do his best to avoid sending you such tickets for any future raffle.)

The raffle concerns our proposed ‘rearwards’ extension, for which the timescale hopefully will be much faster than only a few weeks ago we could have imagined.

This results from Keighley recently being successful in its submission for Single Regeneration Budget Challenge Fund money. Keighley has gained £18.7M from this Fund. The overall concept behind the Challenge Fund monies is the regeneration of an area which has become run down – in this case, Keighley. Of this £18.7M, Vintage Carriages Trust has been awarded £33,750, phased over the next three years. This is in the context of Tourism, and the contribution which the Trust makes as part of the overall Tourism activities of Keighley towards the local economy. In this, we are partners with the Worth Valley Railway and with the Worth Brewery Visitor Centre & Education Unit, both of whom also were successful within Keighley’s bid.

This success has concentrated our minds towards completing our Application for National Lottery money, this being to the Heritage Lottery Fund. If this Application is successful, we will need to find 'Partnership Funding' totalling something in the region of £63,200. The money from the Keighley Single Regeneration Budget can count towards this Partnership Funding, as can work input from us as volunteers. All being well, this Application Form (together with its many Appendices and a mass of supporting information) should be on its way to the Heritage Lottery Fund shortly before you read this.

The Keighley SRB Fund contribution and our own work input fall quite a way short of making up the full 'Partnership Funding' we have to find to complement any money from the Heritage Lottery Fund – if, of course, our Application is successful. We will again need to ask our long-suffering Members (that is, you, and I, and the Committee, and the Officers!) for gifts towards this; and will again have to ask those Charities who have already supported the Trust in its building programme (and others besides) if they can again support us. So we will wait to see if we are successful with this Application. If we are: fine, we know what we then will need to do. If not: we will need to carefully consider our next moves, and how best we can use the SRB money!

The Raffle, and therefore the raffle tickets you will find enclosed, is a further part of this need to raise money for our 'rearwards' extension. If we are not successful with the Lottery application, all monies raised by the Raffle will go towards whatever alternative route we then have to take towards this 'rearwards' Extension.

Apart from *all* selling as many of these tickets as we possibly can, there's not a great deal we can do for the moment as far as the rearwards extension is concerned. The Heritage Lottery Fund people will need a minimum of five months before they can tell us whether or not we have been successful. If nothing else, that gives us some

time during which we can get on with other things. Coach restoration, for example?

Wednesday evenings: now *first and third*

Talking of being able to get on with some coach restoration: it was quite a pleasure to be able put down the paintbrush (as in Shop ceiling, walls, toilet walls, Shop exterior) and to do a little bit of work in the First Class Met coach. It feels like years since I (Michael Cope) had previously been able to do this!

Certainly, with the great majority of the sorting-out work following the completion of the sideways extension now dealt with, not just me but all involved should now be able to spend more time with the Trust's main work – coach restoration and conservation.

This will include also the Wednesday evening sessions: which reminds me to mention that these now take place on the *first and third Wednesday evenings* of each month. If you would like to join us then, please just turn up: any time after about half past six. Jobs for everyone: no specific skills required (but if you do have woodworking, metalworking or painting skills and would like to use them by working on the coaches, please say so!). By the same token, should you like to see what is available for you to do during the week, or at weekends: please either ring the Museum on 01535 680425 or your Secretary on 01535 646472 to see how you most easily integrate into what we are doing at Ingrow.

There are still one or two 'tidying and finishing-off' jobs to be done on the new Extension, but these are slowly being completed. These include a number of electrical jobs: Philip Walton says he is looking forward to the end of these! Our thanks to him for his efforts in the midst of being rather busy at work; and to his Gopher, John Wallis, for gophering so well.



Coach roofs, seen from the Museum's upper storeroom before final completion of the 'sideways' extension. Note the non-authentic vents and the general absence of the correct roof furniture on our ECJS coach No. 143 (centre).

Coach Restoration Project for 1996:

East Coast Joint Stock coach No. 143 – full restoration to go ahead

Dave Johnson, as Caretaker of this coach (often still referred to as the "GN six-wheeler", despite its more accurate attribution as part of the ECJS fleet) presented plans for the full restoration of this coach to the Committee Meeting held on 3rd March last. These were welcomed and enthusiastically endorsed, and we look forward to this work starting in the near future.

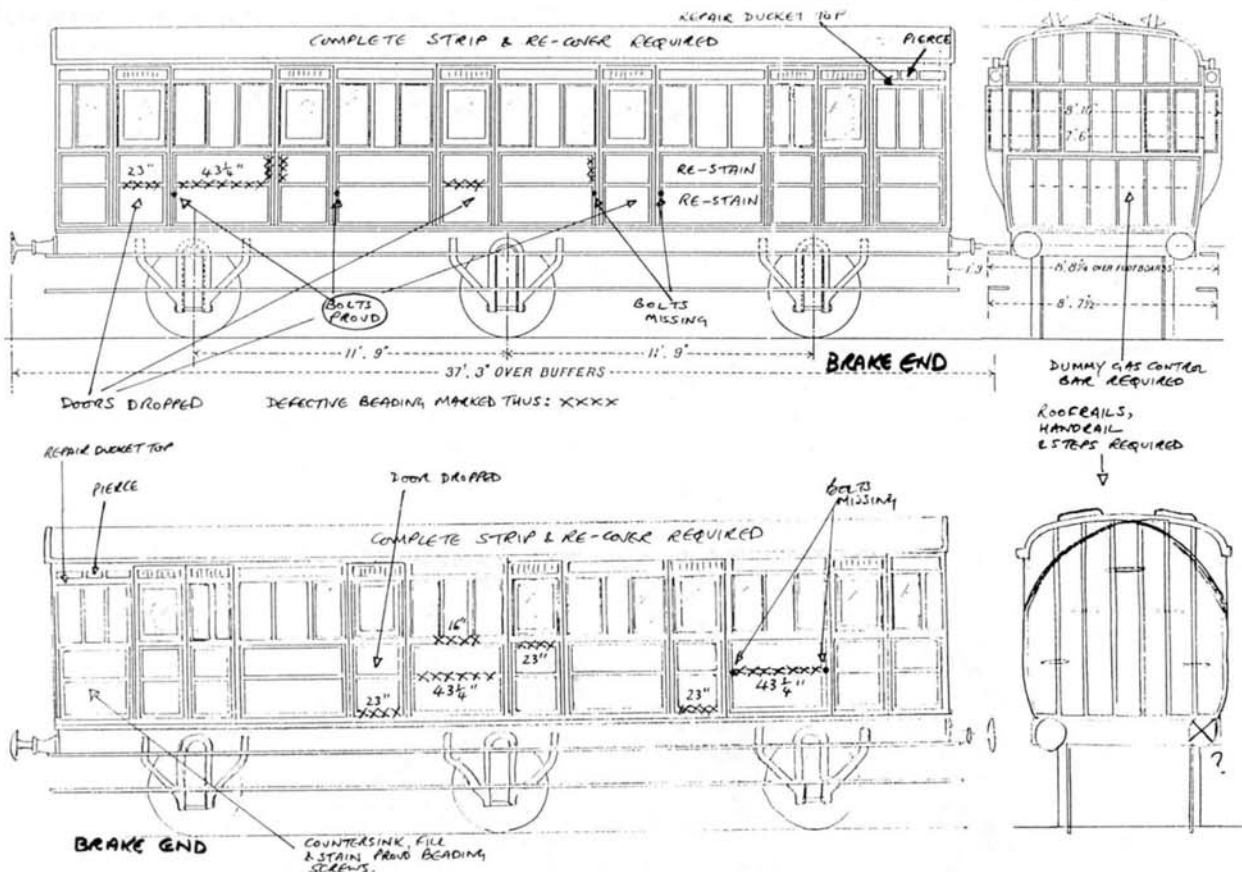
The planned work can conveniently be split into exterior and interior work. The diagram below gives an indication as to what is planned for the exterior. Here, perhaps the priority is to replace the life-expired roof covering. At the same time, the present torpedo vents will be replaced by vents of the correct pattern, and reproduction Pope's pattern gas lamp tops will be fitted, adapted for electricity. (No: sadly we are *not* going to 'gas up' the lamps!). New 'gas pipes' will be provided, which will carry the necessary electrical cabling for the 'gas' lamps: also new end-steps and handrails and a dummy gas-control bar. Attention to the Guard's duckett will include re-instating the duckett lamp doors, and the duckett lamps themselves.

Attention to the underframe will consist primarily of cleaning, checking and repainting, but will also include fitting a reproduction (lighting) gas tank.

Internally, luggage racks will be provided, the seats and seatbacks upholstered (for this Third-class coach, this won't necessarily be a major task!), and converted gas lamps provided. Attention will also be necessary to the roof vents, to the woodwork, and to the paint scheme.

We are delighted both that this work has been so well planned, also that the Committee welcomed it so enthusiastically – and authorised an initial £750 to allow work to start as soon as the detailed planning is finalised.

There are of course many problems. For a start, £750 will go nowhere near covering all that is required. Also, quite a lot of replication is required – the roof vents and the adapted gas lamps, for example. Not only will this cost money but we will need to find suitable patterns and also those with skills necessary to do the job. This is where Trust Members may be able to help – either financially, or by suggesting where these skills may be found (or, of course, by offering your skills if you are into manufacturing reproduction lamps or vents or whatever!). If you can help in any way, or can offer further information about designs, materials and skills, Dave Johnson would be very pleased to hear from you. His telephone number is 0113 2708479: or (marking the envelope 'VCT') you may like to write to him c/o Haworth Station.



Locomotives

The leaflet enclosed with the last issue of the *Newsletter* stated that **Bellerophon** was expected to be in use between Christmas and the New Year, and then on two Sundays in January and two in February. In the event it didn't quite work out that way – just as well that our leaflet included what are politely referred to as “the usual disclaimers”!

Bellerophon being in use between Christmas and the New Year didn't happen, as just before Christmas the Railway realised that a locomotive capable of hauling four-coach trains was necessary at that time of year, and that *Bellerophon*

is a three-coach locomotive as far as the Railway is concerned. (In the event, the weather over this period was so miserable that all trains were of less than four coaches: but it was too late to ask for this decision to be changed.)

As mentioned in the last issue of the *Newsletter*, when the locomotive was in action for BBC TV's 'History of British Art', the valve timing was found still to need attention. Terry found that the throws on the eccentrics were not the same on the two sides. There seemed no way that this could have changed since the last major rebuild of the locomotive, maybe now some fifty years ago. He reset the valves as best as possible, thinking that the timing was now back to how it was when *Bellerophon* was previously running on the Worth Valley Railway. However, the Railway's Locomotive Superintendent John Reddyhoff pointed out that Terry had also reset the height of the locomotive (to correct the buffer heights), and that this would have affected the timing. He, and the Railway, was concerned about water and coal consumption and felt that the throw of the eccentrics had to be corrected before *Bellerophon* could be permitted to haul a passenger train. Terry accomplished this on Friday 12th January. This involved digging out the key holding the left hand eccentric, warming the eccentric to free it from its shaft, moving it a very few degrees, and rekeying using a stepped key. Terry thought this would take him about three hours: in the event, he was only ten minutes or so late home!

This left the locomotive available for a test steaming on Saturday 13th January, the day before the first planned “January” steaming. The Trust's President Robin Higgins was the Driver for the occasion. The valve timing, with the corrected eccentrics, was found to be very satisfactory – but sadly the mushroom head of the left hand side cylinder drain tap disintegrated, resulting in the locomotive being declared unfit to run the following day.

This left Sunday January 14th as the final “*Bellerophon* in steam” day for January. This turned out to be an



Bellerophon and its two-coach train: Oxenhope, Sunday 14th January 1996.

extremely cold day, with quite a lot of snow on the ground. John Reddyhoff was the Driver, and had considerable problems. The main difficulty was icing in the rather exposed vacuum pipe on the locomotive, with consequent brake problems. At one stage this resulted in the vacuum bag between locomotive and (two coach) train having to be removed, as it was solid with ice. Rapid work by the Railway's Carriage and Wagon team (and others) meant that the offending pipe was wrapped in aluminium foil-covered pipe insulation, which looked most peculiar – roast turkeys were mentioned – but at least meant that *Bellerophon* was able to complete the day. Since then an automatic drain valve has been repositioned, which should minimise the risk of this particular problem occurring again. However, the Railway has now declared that *Bellerophon* is not to run in extremely cold weather, by reason of having too many exposed pipe runs, any one of which could produce freezing problems.

John also had problems with the tanks filling very slowly, with apparently some obstruction in the balance pipe linking the two main sections of the well tank; and with the combination brake valve (of which more in a moment). However, he did say that ‘apart from that’ he had enjoyed his day! Our thanks go to him for all his efforts.

It was perhaps unfortunate that it was *our* locomotive involved in what was described by one senior Officer of the Railway as an “embarrassment”. All the problems resulted in one round trip being missed. The extremely cold weather also meant that there were very few passengers that day: all seemed amazed that in the extreme conditions the Railway was running at all!

Back to the combination valve. This is the valve which proportionately applies both the steam brakes on the locomotive and the vacuum brakes on the train. Many months ago it had become necessary to bore this out to overcome the effects of many years wear and tear. This had been done by a Railway Centre in the Midlands,

who in so doing had managed to finish with two concentric bores which were in fact not concentric. Not surprisingly, for a valve requiring quite a high degree of precision, this proved not to be satisfactory and caused the valve on occasion to stick and on other occasions to slam open or shut. This is not conducive to satisfactory brake operation, which is a serious matter! Two (rather extended) visits to a Keighley Valve Specialist resulted in quite a lot more metal being removed but with the problem of non-concentricity not being resolved. The end product is that the valve now not only has bores which are not concentric but also so much metal has been removed that there is insufficient left to be able to do any more work on the valve body, and also that the travel of the cylinder within the valve (steam at the one end, vacuum on the other) is now excessive, which in itself is contributing to the 'slam open/slam shut' unsatisfactory operation.

Oh! The problems of liking to see occasional operation of our very elderly steam locomotives! (Should we stick to wood?)

It's pleasing to be able to record the enthusiastic and competent way in which both Dave Scragg and his colleagues on the Foxfield Railway, and Charles Adams, Stephen Walker and others at Embsay rallied round in our Hour of Need. Dave Scragg thought he might be able to find a suitable valve which could be available on loan, said he would consult, and suggested that in the meantime we contacted Embsay Railway. By the time he was able to contact us again – the very next day – to confirm that this was available, not only had Embsay located a suitable valve available on loan, but it was well on the way to being fitted on to *Bellerophon*. Our sincere thanks to all involved!

This is of course a relatively short-term solution and still leaves us with the need for either a proper overhaul of this combination valve (if there's still sufficient metal for this to be possible, which seems rather unlikely) or to purchase a replacement. Anyone know of such a one (LMS pattern, *not* including an ejector: unused, or well used) available for purchase, please?

By contrast, the two Sundays of *Bellerophon* operation in February were accomplished with absolutely no problems. The Railway decided that *Bellerophon* should double-head with another locomotive (again, the Jinty on both occasions) and should lay over for one trip down at Keighley, to allow a certain amount of posing on the turntable. On the second Sunday (February 25th), *Bellerophon* was detached at Ingrow on the final working from Keighley. After the very minor running repairs found necessary had been attended to by Peter Butcher on the Monday (three bolts to tighten), *Bellerophon* left towards the East Anglian Railway Museum on the Tuesday, travelling southwards on the trailer which the previous evening had brought *Sir Berkeley* back from that Museum.

So: what of the future for *Bellerophon* (and indeed of *Sir Berkeley*) as far as operation on the Railway is concerned? Was it too wildly optimistic to hope for relatively straightforward operation over the Christmas and New Year period, and in January and February? It's becoming increasingly difficult to see what use the Railway can make of our locomotives at other times of year. The same question arises for the several small locomotives which hopefully should come into use on the Worth Valley Railway within the next few years. We therefore

welcome John Reddyhoff's initiative in setting up a dialogue to discuss this problem, and look forward to taking part in this.

Talking of *Sir Berkeley*: yes, this locomotive will be off to the Netherlands: *IF* its annual boiler examination is successfully passed and *IF* no further problems are encountered. There's some work to be done on the locomotive (our responsibility, not the East Anglian Railway Museum's, who have looked after the locomotive very well, thank you!). Robin Higgins will attend to this in Terry Sykes' absence (he's Offshore at present), with the 'cold' and 'in steam' examinations scheduled to take place before the end of March, just before the locomotive goes to the Netherlands.

Steaming dates: *Bellerophon*

At the **East Anglian Railway Museum**, at Chappel and Wakes Colne, matters are complicated by operation on the advertised steaming dates not necessarily being by *Bellerophon*. Those who would especially like to see *Bellerophon* in operation at Chappel should therefore ring the East Anglian Railway Museum on 01206 242524 shortly before their intended visit. These steaming dates are: March 17th: April 5th, 6th, 7th and 8th: May 5th, 6th, 21st, 26th and 27th: June 2nd and 16th: July 2nd, 7th and 14th: and August 4th, 7th, 11th, 14th, 18th, 25th, 26th and 28th.

A further complication is that *Bellerophon* will need to undergo its annual boiler examination not later than 23rd June, which means that our locomotive is likely to be unavailable for some of the June or July dates. It is anticipated that the necessary work for this annual examination will be done by our friends of the EARM, as applied for *Sir Berkeley* last year.

Steaming dates: *Sir Berkeley*

Subject to the provisos already stated, planned dates for *Sir Berkeley's* operation at the line of **Stichting Museum Buurt Spoorweg, Haaksbergen, The Netherlands** are April 20th & 21st, and May 12th, 16th, 17th & 19th. *Sir Berkeley* has also been invited to **Het Nederlands Spoorwegmuseum** (the Netherlands National Railway Museum) at Utrecht for operation at what we gather is a major steaming weekend on May 25th, 26th & 27th. Again, we emphasise that this will happen only if *Sir Berkeley's* annual boiler examination is successful and no other problems arise. Anyone planning a visit to the Netherlands for the occasion is advised first to ring the Ingrow VCT Museum (01535 680425) for up to date information (failing that, try 01535 646472).

It's possible that a number of VCT members will make a joint visit to one of the Haaksbergen steaming weekends, probably overnight via Hull and Rotterdam. Anyone interested in this should contact VCT Chairman Trevor England (tel.: 01709 548674) for further information.

Stichting Buurt Spoorweg operates a 7.5 km branch line from Haaksbergen to Boekelo, near the border with Germany. Haaksbergen is served by GVM bus routes 20, 21 and 27 from Enschede, and TET routes 53 and 58 from Hengelo. There are several guest houses in Haaksbergen: contact the VCT Museum for details. Please bear in mind that, further to the dates mentioned, the MBS runs only on Sundays (May to September), and Wednesdays and Thursdays (July and August) and there are only three trains a day. These leave Haaksbergen at

11.30 am, 1.30 pm and 3.30 pm; and return from Boekelo at 12.30, 2.30 and 4.30 pm.

One problem yet to be resolved is where *Sir Berkeley* can see use (as ever, *limited use*) after Utrecht. The Netherlands boiler insurance arrangements allow up to three months operation whilst in the Netherlands: but the operating pattern of Stichting Buurt Spoorweg means that they have insufficient opportunity to use *Sir Berkeley* to justify returning the locomotive to them after the visit to Utrecht. If anyone has any ideas on the subject – either in the Netherlands or elsewhere on the Continent, or back this side of the North Sea – would you please contact VCT Trustee Paul Holroyd, tel.: 01268 764496.

Shops

Pleasingly, after a period of less than dynamic trading, the trend of sales at our three Shops has been an upwards one over the last few months. This has been due to very successful trading at our superb new Shop at the Ingrow Museum, where all seems set for success, in particular once the weather improves. As we noted in the last edition of the *Newsletter*, all loose magazines are now kept at Ingrow. So, if you have magazine 'wants' lists, please bring them to Ingrow (and no longer to Haworth). For the same reason, if at all possible could you please bring any donations of magazines for preference to Ingrow, rather than to Haworth or to Keighley? It's worth remembering that the Museum is **open every day**, from 11.30 am to 5 pm: so, if you are able to visit during the week, why not take advantage of these opening hours and visit our new Shop and of course the Museum at Ingrow? (Opening hours at Haworth and at Keighley remain from 12 noon to 5 pm every Saturday and Sunday, also Bank Holidays and when possible on other days when the Railway is running.)

Which reminds me: there are always vacancies for anyone wishing to help in any of the Shops, or in the Museum itself (including with maintenance, coach restoration and the like). If you are thinking of joining the team, would you please just call in to see what is involved, or if you prefer please first ring Jackie or Michael Cope on 01535 646472?

One consequence of opening the Ingrow Shop is that it's even more important that we have more stock to sell at all three shops. This is especially so as we approach Easter and the start of what we hope will again be a very active time, including for our sales activities. So, if you have any transport-related items which you might like to give (or for larger collections, sell) to the Trust would you please either bring them along or first ring either John Stephenson (hardware: 01132 637142) or Malcolm Loukes (books and other items: 01142 304547) or failing that once again Jackie or Michael Cope (01535 646472)? (Please note that we regret that we cannot offer payment for relatively recent magazines.) Your support in this way can very usefully help the Trust.

Note that I had to say 'transport related items'. We have a problem in that to satisfy all the requirements of our Charitable status we need to make sure that our supporting Sales activities are relevant to our main activities – for which 'transport' in its many fields is quite acceptable, but with a strong preference to railway-related items. Thus we can (for example) accept for resale a record of railway sounds, but we can't accept a record of Verdi's 'Requiem': we can accept 'Railways' magazines, but we can't accept 'Wireless World' magazines.

The late John Skeggs

The Trust has lost a good friend with the death of John Skeggs in January. John lived in Rochester in Kent, far from these Northern hills.

John was a Member both of the Worth Valley Railway and of VCT. He started to come to the Trust's Museum a few years ago, after the death of his wife. He was set to work on the restoration of the Catering Trolley 'Big Bertha', and enjoyed the fellowship with other volunteers and the chats with visitors. In latter years his health precluded him from over-activity and he took to help us to welcome visitors in his own friendly style. He loved standing in the sun, watching the trains and chatting to the visitors. What a great ambassador for the Trust, and proof that distance does not mean you cannot be involved.

We will greatly miss John this Summer at Ingrow.

VCT Membership Survey

Chris Smyth writes:

The Editor has asked me to produce a concise summary. This is easier said than done! Not least because I am still only part way through the detailed collation of your responses. The answers to a single question in the survey can occupy two or three pages of A4! But let's have a quick look at what has emerged so far.

1. The Newsletter

There is strong general appreciation of the *Newsletter* in its current form. It is felt to do an excellent job of keeping us up to date with the Trust's activities. "*Newsletter* is now first class – Newsy!" sums it up.

The main criticism is not of the Editor but of the rest of us! For example "Doesn't anyone write to the Editor?" and "There could be more contributions from members." There are also requests for "Fuller details/illustration of restoration: progress." Perhaps those carrying out the restoration work could spare a few minutes to describe their projects?

A total of 50 detailed comments have been passed to the Editor.

2. Future Publications

As I mentioned in the last issue, our new stockbook "*In Trust*" goes a long way towards meeting a perceived need for more information about VCT's collection, particularly the coaches.

There is a wide variety of suggestions for further, more detailed publications. Many of us want more details of the coaches. For example "Carriage histories, not just the specific carriage but a history of the 'marque' e.g. GNR 6 wheelers, Met vehicles; this may have to embrace other preserved items". Others would go beyond the printed word – "How about a VCT video 'Around and about with the VCT'. There must be enough footage and talent to make one."

But there are also words of warning – "I do not see VCT as a publishing house. Funds are too hard earned to be risked in this area."

In all there are 45 suggestions for further consideration.

3. Rearwards Extension to Ingrow Carriage Museum

The question "This will be a working area. Funds permitting it will include a viewing gallery, a small pit and a light overhead crane. Have you any suggestions for other features it should incorporate?" provoked 34 responses.

There seems to be general support for the project – "I thought the details in the *Newsletter* show that a great deal of time and thought has produced an excellent plan." This is coupled with a desire to know what is going on –

"Information boards detailing the specific work in hand in the working area." A request which may be more difficult to satisfy came up twice – "Public access to the pit – always of great interest when Oxenhope Museum was in White Shed." There is also a wish to see "Small exhibits and general railwayana" and "Whatever working members need to help with their work".

4. Membership Recruitment

"Can you suggest anyone to whom we should send details of the Trust? Or any ideas to entice more people to join?" produced 41 general replies plus half a dozen specific names. The latter have all been sent a membership form and a copy of the last *Newsletter*.

The general replies can best be summarised by one quote – "Marketing!" It is even suggested that "We are in fact a major player in the preservation world, but have tended to hide our lights under a bushel". More detailed proposals include "what about putting the notice in say the 'Dalesman', the 'Countryman', the 'Yorkshire Post' or even a more modest notice in the 'Daily Telegraph'? i.e. try to tap a wider interest than existing railway enthusiasts." "Perhaps VCT already has experienced members who give illustrated talks to societies e.g. Men's Forums, Retired Persons, Senior Schools etc." is one of several thoughts the Committee is likely to develop.

5. Is the Collection Complete?

Is the next question I aim to collate. So far the answer seems to lie between "Yes – we have enough to look after" and "No, no collection is ever complete"!

I hope the Editor will allow me some further space to report on this and the other survey responses in the next issue.

Your Newsletter compiler replies:

Thank you for your supportive comments and for your suggestions concerning the present *Newsletter*.

He who mentioned the time taken and the need to balance producing the *Newsletter* was absolutely correct! Especially in this context, I would welcome anyone stepping forward to take over the compiling of our *Newsletter*, as it *does* take quite a lot of my time which I should be very happy to use in other ways. The need is for someone living sufficiently close to the Railway and being sufficiently in touch with the activities of the Trust to be able to produce the *Newsletter* on time and without having to continually refer to the Officers of the Trust for material – specifically, if I have to write the material I may as well be the Compiler! There is also need to be able to produce either camera-ready copy, ready for the printers, or at the least a computer file on a disc for printing out elsewhere. (For the record, the *Newsletter* is currently produced using Microsoft Word 6 on an Elonex PC-425X and an NEC Silentwriter Superscript 600 printer.) Anyway, if you fit the requirements and would like to find out more, please let me know – I'd be delighted to talk with you about this.

Other suggestions included going to A5 size, using colour, and generally going much more 'up market'. As well as the practical problems of just who is going to do this and when, there's also the difficulty of ensuring that costs remain low when compared with the (very low) Membership subscription of the Trust. Sadly this excludes colour and going to a more substantial format.

Photos, articles and letters for publications are always very welcome, as are suggestions for improved layout and typography (by the way, what do you think of this new typeface?). In particular: would anyone like to redesign the *Newsletter's* banner heading, please? Designs to me, please; and, whilst about it, how about a new letterhead, please?

Our own publications

Yes, we *do* mention these from time to time. The Membership Survey did however show that not every Member is aware of what is available and what the prices are. So: here they are:

- '*Bellerophon*, from Haydock to Haworth'. Vernon Smallwood. £2.40.
- '*Sir Berkeley & Friends: an impression of Manning Wardle's six-wheeled saddletank locomotives*'. Compiled by Robert Emblin, 1993. £1.95.
- '*Midland Railway Locomotive Album 1880-1910*'. Compiled by Robin Higgins. £1.95.
- "*In Trust*": a guide to the collection of the Vintage Carriages Trust'. £1.

All the above have card covers. They are available from our Haworth and Keighley Shops and from the Ingrow Museum; or by post from VCT, c/o Haworth Station. As a 'special offer', the postage and packing charge is 30p for one, 60p for two and FREE for three or more copies (assorted or not, to your choice). Place your orders NOW!

Still more filming

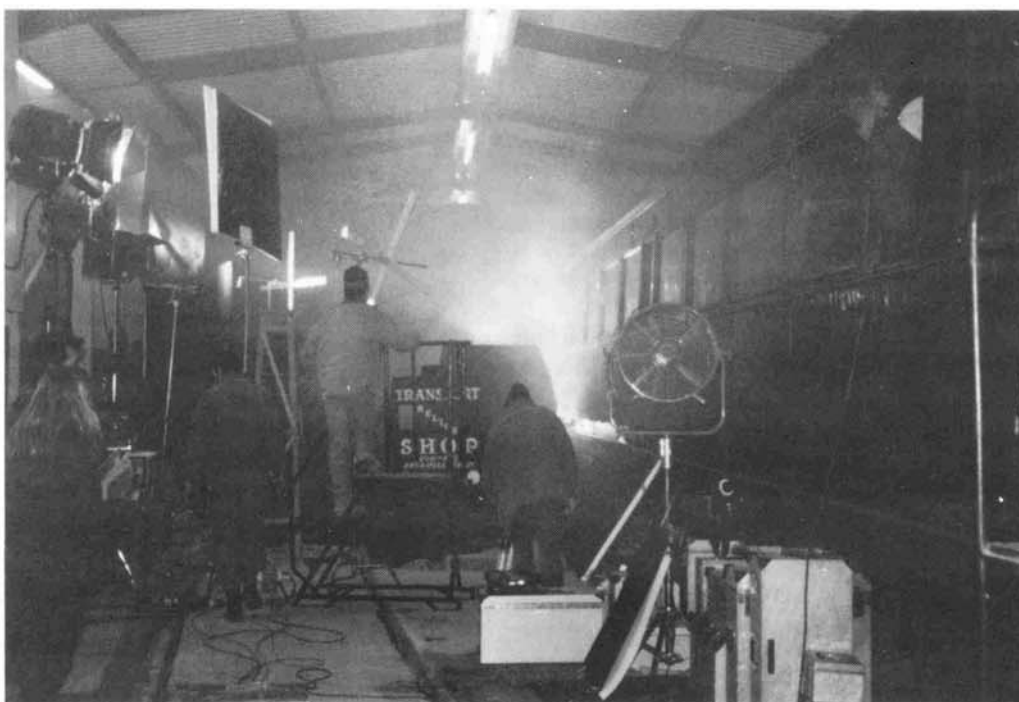
On Wednesday 24th January we were involved in another filming assignment. This was for the cinema film 'Jude', an adaptation of Thomas Hardy's novel 'Jude the Obscure', originally published in Harper's Magazine in November 1894. The film stars Christopher Eccleston, who has recently appeared in the BBC2 serial 'Our Friends in the North'. The carriages used were ECJS No. 143, Metropolitan Third No. 465, Metropolitan First No. 509 and the 'Chatham' coach, all hauled by the Worth Valley Railway's 'Jinty', No. 47279. Filming took place between Haworth and Oxenhope and involved a camera mounted on a remote-controlled miniature helicopter. During filming, this managed to find the only tree in the middle of a rather large field, which did it no good. The speed at which the specialist hire firm concerned produced spare parts suggested that they've had that problem before!

A further filming assignment concerned a commercial for Budweiser Ice, a new American beer. Most of the filming was on the Railway (especially at Keighley) and lead almost as an afterthought to a request for the use of our 'Chatham' coach. We thought this was for use on the Railway, and agreed a price appropriate for that. However, this turned out to be not quite the full story. We found our Museum invaded by some 36 technicians (and one actor), with full lighting gear, wind machines, smoke machines..... the full works. The photograph on the next page shows one of the several shots in production – being but a very small part of a 30 second commercial which we won't see, as it will be shown only in the United States!

Perhaps the funniest aspect of all this was Tony and his mate, steadily working through all this commotion in their task of relaying all the concrete paving flags of the walkways, which in the five years since the Museum was built had become somewhat uneven. Being surrounded by a large film crew whilst doing this work must have been something of a novelty for them!

The Mayfield Clock

Peter Butcher has now been able to start installing this clock, formerly at Manchester's Mayfield Station. Hopefully within a very few weeks we will be able to see this clock in operation. We would like then to organise a small get-together of all those who have helped financially towards this project or have otherwise been involved with or have contributed to it.



Filming for the Budweiser 'Ice' advertisement, Ingrow Carriage Museum, 1st February 1996.

The Usual Notices (and a few more):

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

Caption Competition: after deliberation, the Judges decided to award the promised prize to: Mr N A Gothard, of Huddersfield. Mr Gothard may claim his prize, of goods to his choice to the total value of £10, when next he visits either of the Shops or the Ingrow Museum. (Please bring your Membership Card with you for identification.)

Thanks to Mark Dewell of the University of East London, information about the Trust now appears on the **Internet**. Those who are appropriately equipped can read all about the Trust on:

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

Multiple copies of the Newsletter: Normally we send only *one* copy of each *Newsletter* to families and others living at the same address. Should you wish to be sent more than the one copy, would you please let the Secretary know?

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

Please continue to save your **aluminium drinks cans** (not the steel ones, which we can't do anything with) and bring them to the Ingrow Museum when you next visit. They represent a very useful supplementary income for the Trust. (The easy way to check that the can is aluminium is to see if it sticks to a magnet – for example, a magnetic door catch, or the door seal of most domestic refrigerators. If it does, it's steel – put it in the bin. If it doesn't, it's aluminium. Bring it to us!)

'Fina for You' Charity Scheme. If you buy your petrol (or diesel) from a Fina station, please consider finding out about the Charity scheme associated with their 'Fina for You' promotion. By collecting 30 Fina points, you can obtain a £5 voucher which you may then give to any Charity of your choice – which could be the Vintage Carriages Trust! If you are able to do this, Philip Walton would be very pleased to receive these vouchers: either at the Museum, or by post to Philip, VCT, c/o Haworth Station.

Reference Library: we now have facilities to sit and browse at Ingrow and the VCT Reference Library is growing. Many a customer is to be found resting his or her feet and deep in a book or magazine!

The mid-week team welcomes those Members who come in for a coffee or for a chat and who will 'watch the shop' for a couple of hours. However, please always ring the Museum on 01535 680425 before setting off, particularly if travelling any distance.

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