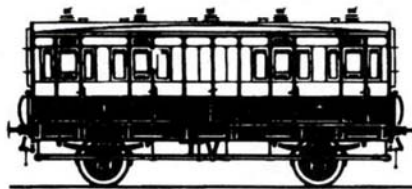


VINTAGE CARRIAGES TRUST



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: May 1996

Maybe a little earlier than expected: but here's the new edition of the Trust's Newsletter.

This time, there's news of our Grand Sideways Extension Opening: of progress with our Lottery application towards our intended 'Rearwards' Extension: of clocks and Shops, coaches and locomotives – and visits to foreign parts. The theme does seem to be one of steady and positive progress: so read on!

Just a reminder for those few Members who have not yet paid their Membership subscription for this year.

If this applies to you, you should find a 'Final Reminder' notice enclosed with this Newsletter.

If you wish to remain a Member of our Trust, please complete and return this, together with the necessary remittance, today!

Let's start with the Sideways Opening celebrations:

Museum Opening: Part Two? (Or Part Two of Three??)

Saturday April 6th 1996: weather rather dull, but at least it wasn't raining (or in view of the weather just before then, snowing) and it was warm enough to stand outside. Down at the bottom of Ingrow Yard things were stirring. Bob Paulden, together with his locomotive *James*, had once more come to our aid – this time by shunting coaches and then pulling *Lord Mayor* and the MS&L coach out of the Museum. In the space thus freed, tables were erected, carrying wine, beer, crisps and other delicacies. Everything that stood still was draped in bunting (kindly loaned by the Standard Four Society). Meantime, Marjorie Higgins had converted the Mess Room into a 'hot soup and roll' kitchen.

The occasion? The formal (but nevertheless fairly informal) opening of our Trust's Sideways Extension to the Museum. That this was so was made even more apparent by the arrival of a most beautifully decorated cake – our thanks to Howard Clough for again very efficiently organising this. The photograph does not do justice to the superb colour rendition of the scene: as you can see the Museum seems to

be undergoing an interesting track relocation, allowing unusual green locomotives to appear in the most unusual places!

The Grand Opening Ceremony Top People arrived – four year-old Graham Holroyd was looking as if he was used to opening an Extension every other weekend. (Graham is the son of our Trustee Paul Holroyd: those who were able to visit the Drax Open Day will remember Graham as the small boy who, in collaboration with his grandmother, made sure that *everyone* who boarded the steam train received a Worth Valley Railway timetable and a VCT leaflet!) Sam Jennings walked down Ingrow Yard, having enjoyed a pleasant ride from Oxenhope in the North Eastern Saloon (taking part once again as the 'Old Gentleman's Carriage' on a 'Railway Children' special following a celebration during the previous week to mark Oakworth Station gaining a commemorative plaque as part of the 'Cinema 100' celebrations): this seemed a very appropriate way to arrive at a ceremony where he, together with Jack Rowell, was to represent the other end of the Membership age spectrum.

At the appointed time, a goodly crowd of around 150 Members and friends (each with cup, glass or steaming mug in hand) had gathered for the formal part of the



The celebratory cake

proceedings. First to speak was our Chairman, Trevor England, who welcomed all present and described how the formal opening by the 'youngest and oldest working Members' had evolved. As a teenage trainspotter he himself had been introduced to preservation over thirty years ago, and had then soon learnt that there was much more to

railways than just numbers. This included the interesting and varied carriages which at that time were to be seen everywhere. It was with this background that the Trust had been formed. Initially restoration work was carried out in the open air, later in the Railway's Carriage Shed at Oxenhope. It was to safeguard the restored carriages for the future that a Shed was planned at Ingrow – this had turned into the Museum we see today.

Trevor then introduced Robin Higgins, both as the Trust's President and as a founder Member.

Robin noted that it was less than four years ago that the first stage of the Museum had been opened by Cllr. Barry Thorne, the then Lord Mayor of Bradford. Completing the 'Sideways Extension' in such a short time since then was a tremendous achievement. He paid tribute to the Museums & Galleries Commission, to the Pilgrim Trust, the Esmeé Fairburn Trust, the Mercers Foundation and the Leopold de Rothschild Charitable Trust for their kind and generous support to the extension project – and especially to the many Members and other individuals who had so kindly donated to the project. Robin outlined the various facilities the Extension had provided – including the Shop, greatly improved toilet and other facilities, storage space, and a meeting room. He noted in particular the roller shutter doors in position at the far end. These provided a very tangible reminder of our intention to proceed with the 'Rearwards Extension' as soon as we possibly can. An application for help towards this had been made to the Heritage Lottery Fund, and we were delighted to have been successful in obtaining financial support over the next few years as part of Keighley's successful 'Single Regeneration Budget Challenge Fund' bid. Additional to this, we were very hopeful of further support from the Museums & Galleries Commission and from the Yorkshire & Humberside Museums Council to help respectively with



Cake-cutting: Jack Rowell, Graham Holroyd and Sam Jennings. In the background, Michael Holroyd . Photo: Dennis Parker ARPS

improving the lighting and entrance door to the existing Museum building.

Robin recalled how the Trust had been part of the activities of the Worth Valley Railway since the earliest days. Indeed, the 'Cinema 100' event the previous Wednesday had included two of the three Metropolitan coaches; and one of the most recent 'Vintage Train' events had featured all three Metropolitan coaches plus locomotive 80002, so re-enacting the Harrow Line trains of thirty years ago. He concluded by summarising the several ongoing restoration projects on the Trust's coaches, and by emphasising that this work is ongoing and that the time must come when the Trust's pioneers will have to pass on to a new generation both our achievements and our Collection. He then called on Graham Holroyd, Sam Jennings and Jack Rowell – together representing (very) junior and senior working Members – to cut the cake and so to declare the Sideways Extension well and truly Opened.

There followed photographs, more photographs, much conversation, and viewing of every part of the Extension. As many later remarked, a very pleasant way to open a 'Sideways Extension': and we raise our glass in hoping to be present at the Grand Opening of the 'Rearwards Extension' in the not too distant future.

...and the 'Rearwards Extension'

Our application for National Heritage Lottery Fund support for the rearwards extension has now been submitted.

Indeed, following our supplying a small amount of additional information requested by the NHLF, we understand that our application has now been referred to Expert Advisers for their comments, and that a decision will be made at a NHLF Board meeting to be held on 4th September. Obviously, we can but hope....

If our application is successful, preliminary work could start immediately with full completion within a year from then. As detailed in previous editions of our *Newsletter*, the rearwards extension itself will provide cover for almost all of our Collection, with a dedicated restoration area and a fully accessible public viewing gallery. Additionally, a proper viewing platform will be provided in the body of the present Museum to replace the present walkway. This will again be fully accessible and will provide access to both sides, rather than to just the one side as applies at the present time. Overall, it's a development which will very much help the overall effectiveness not only of the Museum but of the Trust as a whole: it's essential to our future!

Grand Raffle – Rearwards Extension

A relatively minor, but quite significant, way in which we can all contribute towards the goal of the rearwards extension is by supporting our Raffle. Fund-raising in this way is one of the elements within our application to the Heritage Lottery Fund, being one aspect of our commitment to making our contribution towards the project. Raffle tickets were of course sent out with the last issue of the *Newsletter*: a big 'thank you' to those Members who have responded thus far. If you would like further tickets, please let Robin Higgins (VCT, c/o Haworth Station) know. If you have yet to return your tickets, would you please do so whenever convenient – but certainly before 26th October. This is of course the date of our Annual Meeting, and the day on which the draw will be made. Courtesy of the National Railway Museum, the prize list has recently been still further extended by five pairs of complimentary admission tickets to the NRM: which certainly will be appreciated by another five lucky winners!

Improved lighting: improved entrance door

In the meantime, with much-appreciated Grant assistance, we are able to go ahead immediately with two significant improvements. The first is with the help of a Yorkshire & Humberside Museums Council grant and is to replace the remaining second-hand lighting fittings within the Museum by modern low-energy fittings, which will usefully help both the general illumination and the running costs. The second is with the help of a further grant from the Museums & Galleries Commission (which for our area is now administered by the Yorkshire & Humberside Museums Council) and is to improve the pedestrian entrance to the Museum. This includes remaking the pavement immediately outside to eliminate the step and so to provide level access for wheelchair users. The present rather uninspiring plain door will be replaced by a rather neater and more attractive glazed one, with a glazed 'picture window' display beside it – this to allow an introduction to the Museum before prospective visitors actually step into the building. All of this will be behind a 'pull-down' roller shutter, to allow-night time security. The two together will certainly very usefully contribute to improving the presentation of the Museum to our visitors; and we are very grateful to the YHMC and to the MGC for their continued support to us in this way.

A further member of the Holroyd family – this time, Michael (Rodney's son, and Paul's nephew) outlines his:

Thoughts on an early start

6 am. Alarm bells ring: "Should I have stayed up so late?" It's a good job dad decided to help out today. Time for a quick bath and some breakfast, better make mum a cuppa. Time to go. Dad says we need some fuel for the car. Oh, no! – the garage is closed and the needle is in the red, just manage to find one before we run out. On our way again. Arrive at Ingrow at 8 am. "You had better stay in the car, dad, while I sort out the alarm" – don't want him walking about the place until I'm ready. "It's OK. You can come in now."

Open the front door, turn on the lights, sound system and video, check the till. Better put on a new roll – expecting a lot of visitors. Better open the rear roller door like Jackie asked; don't want the Mets embedded in them. Oh, no! The chain is stuck. The doors won't open! Where's Bob! Mr Black, the Yard Supervisor, arrives and checks over the coaches. There is a vacuum pipe to connect. "Dad, can you give me a hand?" Can't get my new VCT sweater dirty. Now everything is ready to roll. "Where's Bob?"

Coal Tank arrives and takes out the vintage train. The first visitors of the day arrive. "Dad, put the kettle on, Bob's on his way down the Yard." Start of another day.

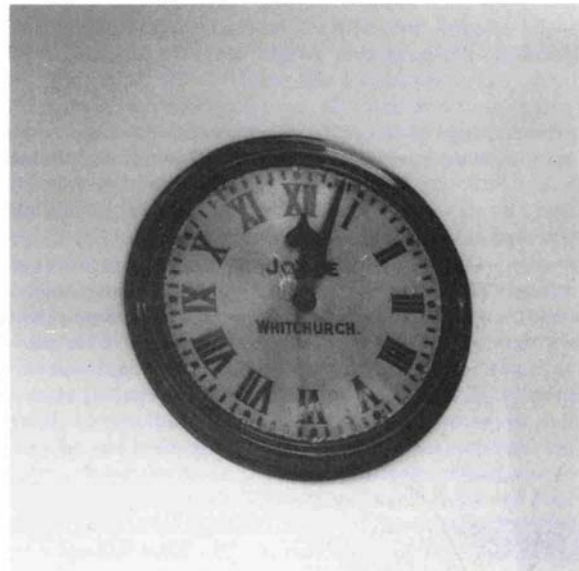
This was the Sunday of the Spring Enthusiasts' weekend, with the early start caused by the need for the Bahamas Locomotive Society's 'Coal Tank' to take coaches out of the Museum to form the day's Vintage Train. Normally, the start time is somewhat later than 8 am!

Still in and around the Museum: Peter Butcher gives a whole new meaning to 'Clocking On' and 'Clocking Off' as he describes his efforts with the Mayfield clock:

Time on my Hands

Following the announcement of the intended purchase of the Hayfield Station clock, my curiosity as an engineering fitter was to be aroused. No problem: a bracket here, a few screws there, a chance to do justice to times past; and important to me, a working environment of my own within the museum. Hand held high, I was accepted to do the job.

So the clock man arrived to discuss the installation. And while I was immediately to realise that the project was not to be as simple as I had first thought, with its intended position within our museum determined, the first part arrived: we gazed upon the dial mounted within its wood surround. A quick decision was made to strip and varnish the surround – good idea Jackie, terrible job, for the paint is impervious to paint stripper. Originally a dark flat brown, it turned into a thick black mire, before drying to its original state: the work had to be completed by dry scraping, before finishing with sandpaper. This also proved to be difficult, as it is Yellow Pine and extremely soft. Still; perseverance ruled the day, and a coat of mahogany stain, followed by two coats of varnish, produced a very acceptable finish. The dial itself appeared to be in fair condition, with the greater part of the damage to its stove enamelled finish existing as chipping on its outer circumference; with rust caused pin-holes on its back. With no wish or capabilities for this sort of restoration on the face, the rust was simply treated with phosphoric acid in the hope of prolonging life. Worthy of note concerning the back is that while the clock is known as having been built in the 1870's, brushed on to the enamel prior to stoving were the letters '73'. Coincidence? – perhaps not!



By this time the restored movement had arrived. And accompanied by a rough sketch, it should have been possible to ascertain the layout of the movement, its cabinet housing and other related components. Not so, for a number of outstanding and critical components had yet to arrive. As it then appeared, the movement would stand so far out into the shop area (the dial to be located on the outer wall at first-floor level) that it was deemed wise to delay this stage. But work had to progress, and drawing followed drawing as I attempted to find a position for the dial on the outer wall, and in relation with what I could judge to be the position of its movement. The problems here were not only caused by the position of the timbers making up the stud partition wall on which the dial would be mounted, but the floor joists through which the vertical drive shaft would have to pass. To make matters worse, the first-floor wall at this point does not run in line with the ground-floor wall, the difference being twelve degrees. Some hours later – with my letter of resignation in my pocket – success was achieved, with but little alteration of my measurements – well, a very acceptable fifteen-sixteenths of an inch; the long-dreaded large one-and-

a-half degrees from vertical hole through into the shop area successfully drilled for its drive shaft. It was from here that the fitting of the dial and its surround commenced and, with the arrival of its hour hand reduction gear unit, completed. And while the fitting of the surround was a simple operation, the gearing required the wall to be cut back in rectangular shape to its inner plasterboard, with some relieving of one timber to clear the counterbalances for the hands.

On the inner wall of the first floor a board was fitted on to which was mounted the newly arrived ninety-degree transfer gearing for the drive shafts; with the reduction unit mounted on the outer facing side. To facilitate the alignment of the clock hands in relation to the dial face, jacking screws were provided within the area of the first floor.

By this time, and in between the previously mentioned work, the movement itself had been mounted on a mild steel angle frame, which in turn was mounted directly within and to the cabinet sides. And while joinery is not my trade, the cabinet was completed as far as cutting and fitting, but awaiting final finishing and varnishing. So, where are we at the present time? Well, our clock man recently arrived to fit the vertical and horizontal drive shafts, and followed with the final kit of parts which comprises the pendulum, weight, and other associated items. Of the pendulum and weight; while the pulley system for the weight had previously been designed, and its fittings made but not yet finished, as both items are non-original some experimentation will be necessary in the near future. Still, the clock has run, minus weight, and was heard by all to 'tick', if not 'tock' – now don't tell me that you missed it?

Finally, much to the horror of our Hon. Sec. and Editor, the cabinet was to disappear before his very eyes, for I am at present varnishing and painting prior to final assembly, with a regulation fireproof cover near completed for the area of the drive shafts and gearing on the first floor. On reflection, it has not been an easy task, and perhaps not fully appreciated as such within the limitations of this tale, but over the next few weeks good progress will be achieved. Now, what was the time ?

Peter Butcher, News at Ten, the VCT Museum

PS: Why is there still no sports coverage to be found within the Newsletter? (Keighley Cougars 38 – Whitehaven Warriors 10!).

To all those who gave so generously towards the purchase, restoration and installation of the Mayfield clock: we would like to hold a mini-event in due course to 'wind up' the whole project. (Sorry: couldn't resist the pun!)

Still with the Museum: a reminder about our regular Working Evenings:

Wednesday evenings: first and third

Every first and third Wednesday evening sees work taking place in the Museum. Until recently this was mainly concerned with finishing off the building following the Sideways extension – painting, varnishing and electrical work. Fortunately, much of this is now dealt with and we are now able to get on with at least some coach restoration. If you would like to join us for any of these evening sessions, please just turn up any time after about 6.30 pm: you will be very welcome! There are jobs for everyone: no specific skills required (but if you do have woodworking, metalworking or painting skills and would like to use them, please say so!). Should you wish you can of course work within the Museum at any other time, including during the

week – please ring either the Museum on 01535 680425 or your Secretary on 01535 646472 to see how you can most easily fit into what we are currently tackling at the Museum.

Retailing: and thanks to Marion

Your Editor is often accused of relegating the shop activities to the back page. This he finds surprising and is definitely *not* his intention! Nobody is more aware than he of the importance of this side of the Trust's activities. It is however one in which it is difficult to give 'news'. The volunteers who so faithfully give their time to the shops at Haworth, Keighley and now of course the Museum are very important to the Trust's economy and very much appreciated: as are those who cart magazines from one location to another, locate hardware, sort magazines and price books and model railway equipment – none of this is glamorous work and their efforts are often unrecognised. The Shops can vary between some days which are long and quiet, and others which seem busy. As one of our volunteers remarked recently: "there have been a lot of people about, but they have kept their hands in their pockets!" Then you suddenly have a day when everybody wants to buy a £50 lamp or a £170 totem or £85 worth of books. The Obscure Magazine Collector of the Year arrives at the Museum, disappears upstairs and arrives back with £40 worth of magazines and a Visa Card.

Could we stress that none of this happens if the shop is **closed**. So we would once again ask any who can spare an occasional Saturday or Sunday between 12 noon and 5 pm (11.30 am and 5 pm at the Museum) to please offer your services. Just ring 01535 680425 or 646472 or write to the Trust, c/o Haworth Station.

Sorting donated magazines at the museum has become the occasional task of three of our members, and the regular task of Dave Hemingway. He would welcome any further help! Don't forget that you may read the stock as well! Malcolm Loukes (our Shops Manager) has not had a good year in personal health, but is now hopeful of getting back to 'normal service'.

We would like to mention also Marion Hunisett, our great supporter and cleaner at Haworth Shop. She has recently resigned her duties on the Worth Valley Railway and is planning to move back to the Isle of Wight. We thank her very much for the way she has helped the Trust over the years especially at Haworth, and wish her and Arthur all the best in the sunny south.

This does leave us with a need for a cleaner to carry out *very light* cleaning at Haworth shop. If you know of anyone local to Haworth who might be interested, against very modest payment, please let us know.

Could we also remind you that we do have a postal service which is not much used these days, but Mike Harris continues to be more than willing to help if you contact him with your needs c/o VCT, Haworth Station – or phone the Museum number and speak to Bob Stott.

Coaches: progress!

For rather longer than we would have liked, the time of those working in Ingrow Museum has been taken up with the multitude of 'finishing-off' jobs following the sideways extension. These have included attending to the sound system and to the electrical installation as well as painting and varnishing and general cleaning and tidying. We haven't finished yet – but with the worst of this now dealt with, it's pleasing to be able to report that we have (at last!) had some time available to do some work on the coaches.

Work in recent weeks has included:

..... **the Bulleid coach.** Here, moving most of the accumulation of Useful Bits which had been under the coach to a more appropriate home in the new store room meant that access to the underside of the coach at last became possible. Dave Hemingway took advantage of this to fit the heaters, which (as previously reported) was the hold-up in completing the interior of the Oxenhope end saloon of this coach. With this fairly unpleasant job dealt with, Dave has made very good progress in securing the seats and completing the trim details, with very little now remaining to be done before this saloon can be considered as being complete.

This does of course leave the other saloon: here, the next job is the fairly awful one of removing the old paint from the ceiling, rubbing down and repainting: would volunteers to help with this please contact either Dave or Michael Cope, please?

Meantime, Terry Sykes has applied body filler to a trial portion of the new exterior cladding – just enough to confirm that doing this is realistic and not too major a task. It will be some time yet before we can progress this aspect of the coach's restoration – but if this sort of work (and sheet metalwork, of which there is still quite a bit to be done) is something in which you are interested and have at least the basic skills, please let us know – you will be made very welcome!

..... **the East Coast Joint Stock Coach** (the GNR six-wheeler). Here further research has caused Dave Johnson to repaint the Guard's Brake ceiling into the authentic sky blue, which looks very fine. We enjoyed a recent slight contretemps when a lady from Bradford Council's Environmental Health Department took exception to the spacing of the tread strips within this Brake compartment, which she considered a trip hazard. As it happened, the spacing was not authentic: Dave was able to research the authentic spacing, which by happy chance was exactly that which was acceptable to the lady from the Environmental Health Department. We've taken up the non-authentic (and non-approved!) tread strips, and Dave has now located suitable timber for the authentic (and approved) replacement – all he has to do now is to find the necessary time to fit this! (We hasten to add that whilst the lady from the Environmental Health Department found three or four items of interest to her, these were but few in number and in the main were items we would have dealt with in due course in any case. All have now been attended to.)

..... **the Chatham coach.** Here we welcome Paul Kirkup, a 'Shops' volunteer of long standing, who revealed firstly that he was a competent varnisher and French polisher and secondly that he would like to work on the coaches. He has now been shown the Bulleid bits and pieces requiring varnishing, the Metropolitan coach bits requiring varnishing, the bits of the Chatham which need re-varnishing, and the

Museum doors requiring varnishing! Paul has started by beginning to tackle the Chatham coach interior – we wish him well with this very worthwhile task and welcome him to the restoration team.

..... **the First Class Metropolitan Railway coach.**

Here, your Secretary was very pleased to actually be able to do some coach restoration for a change, and is progressing fairly well with reinstating the interior trim on the remaining two compartments. John Heaton very recently gave a hand with this coach (for him also, a welcome respite from painting exciting bits of the sideways extension) and inadvertently demonstrated one of the hazards of coach restoration. He screwed into position a set of luggage rack support brackets, only to find that the luggage rack wire mesh net was slightly too wide and didn't fit. Investigation showed that the (new) wire mesh is the right size: but the brackets despite being the correct pattern for this First Class coach were of the smaller size appropriate for a Third Class Metropolitan Railway coach. Maybe a variation resulting from a wartime economy measure? This leaves us with a slight problem concerning these racks, yet to be resolved. Other than that, very satisfactory progress is being made; and the coach might even have its tail lamp brackets re-instated before it next ventures on to a train. The absence of these has confused quite a few Worth Valley Railway 'Vintage Train' Guards over the last few months!

Michael and Jackie Cope report on a most enjoyable weekend in Haaksbergen, saying 'hello' to our locomotive Sir Berkeley away on its European holiday:

Sir Berkeley at Haaksbergen

We arrived in Haaksbergen via the 'pretty' route from Amsterdam. This is the one via Zutphen, using secondary routes and diesel trains dating from the early 1950's (with these trains very shortly to be replaced by new units). This route had been mapped out for us Livius Kooy, a member of the Stichting Museum Buurt Spoorweg and also actively involved as an officer of both AIRPS and FEDECRAIL. Livius is fortunate in that he and his family live in this very pleasant town. We arrived in the middle of a heatwave of August proportions – in the middle of April. We would think that on any day Haaksbergen presents a pleasant face



Sir Berkeley running into the bay platform at Haaksbergen. Guard, Peter Badcock: Driver, Ben Heering



The returning freight train, headed by Sir Berkeley and with the Cockerill locomotive at the rear.

to the world. Only a very few kilometres from the German border, it has wide streets, pleasant shops and a square with pavement restaurants overlooked by a sturdy church.

We had previously noted that it was 'Museums Weekend' in the Netherlands. Haaksbergen Railway as a Museum was advertising "Een Engelse stoomlocomotief (1891) rijdt de extra goederentreinen". Even our complete lack of Dutch enabled us to realise that *Sir Berkeley* was in steam and was likely to have some links with a freight train, and that the whole event was well worth advertising. Having made our way through the town in the direction of what we hoped was the Railway Station (signing was not very evident) we suddenly came upon a hive of activity. Having by then spent a few days in the Netherlands, we had got used again to the bicycle culture: however the number which were around the railway station surprised us! It turned out that the train was in the station – not the *Sir Berkeley* hauled one, but the main service train comprising five four-wheeled coaches, a van, and the Museum's Locomotive No. 7 (formerly Staatsspoorwegen No. 657), an 0-4-0 built by Breda in 1901. Bicycles and milk churns were loaded into the van, an historically very authentic touch which the staff repeated during the day. We made ourselves known and were made very welcome by all. *Sir Berkeley* was up the line and would be back quite soon, following the main train down. Sure enough after a while *Sir Berkeley* appeared in the distance. It made a really lovely picture hauling a very nicely restored wooden Belgian six-wheeled coach and a similarly smartly-restored van. But what was this? Surely this gleaming and immaculately clean green and gold object is not the Trust's little locomotive! We had never seen anything quite as shiny! Should we offer it to "Brasso" as a possible advertising tool?

The train pulled into a bay platform, and was immediately descended upon by the crowd of interested families, enthusiast photographers – and us. We introduced ourselves to the Driver, Ben Heering, who is the Railway's full time Chief Engineer, and to the volunteer Guard, Peter Badcock, who was the main organiser of the locomotive's visit. Both greeted us very cordially and seemed very keen to give away their jobs to us if we wanted. Michael ended up on *Sir Berkeley's* footplate (purely as a spectator), for the next trip to Boekelo: and Jackie, resisting the invitation from Peter to Guard the train, rode in the lovely carriage.

The number of road crossings on the five mile line make Guarding a fairly active job. The increasingly hot weather we are sure also made it a very tiring one for Peter. What a joy it was to see the little locomotive behaving so well. The passengers were intrigued by its unusual (to them) appearance, and at least one asked why it had no protective cab for the driver.

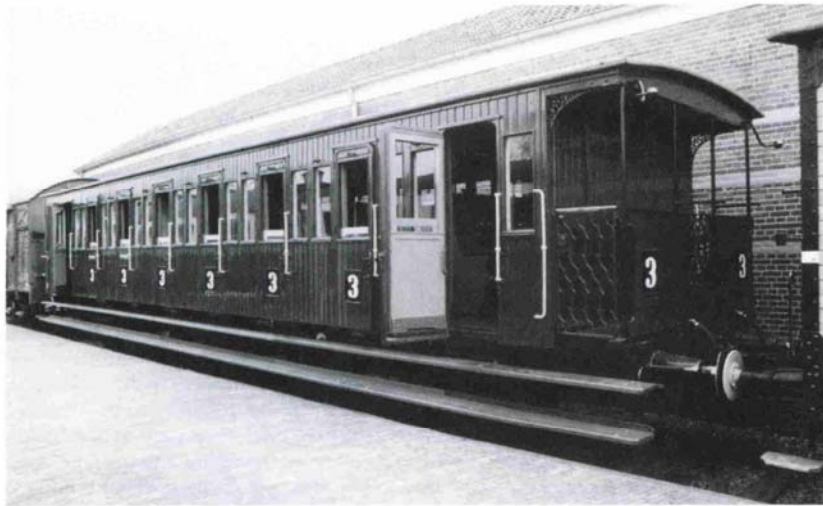
Being the people who 'owned' the locomotive made us very much the celebrities of a day.

Day Two dawned bright and very hot. We progressed via a pleasant walk around the sights of Haaksbergen, which include a windmill (of course) and a double water mill, and would you believe at the entrance to the town a row of transparent multicoloured plastic trees, which seemed rather unnecessary pieces of art in this mainly rural setting! Today, we were joined by Livius and his little son. Livius made sure we saw the railway in all its aspects. We linesided, along with a number of other far more dedicated photographers. We viewed the 'hidden collection' in a Nissan hut at Boekelo, and finally as the 'pièce de résistance' we were allowed to hide in the van whilst *Sir Berkeley* hauled the 'goederedtrein' – the freight train – as the last run of the day. Much lineside activity with camcorder and photographic equipment indicated the interest in the unusual combination, *Sir Berkeley* at the head of an assortment of freight vehicles with the Museum's own 0-4-0 Cockerill locomotive bringing up the rear, not in steam due to engineering problems. With *Sir Berkeley* behaving very well, with Peter Badcock dressed the part standing in the correct Guard's location on one of the wagons, and with the van festoons well hidden from view, it was a fine sight and made us feel very proud.

We ended the day with a Livius guided tour of the locomotive shed at Haaksbergen.

By this time it was dusk, and *Sir Berkeley* sat in the gloaming, hissing gently and obviously feeling he had done a good day's work. The new engineering shed (made possible by an insistent donor of money!) filled us with envy at the sight of its machine tools and especially the well-equipped and neat joinery shop.

We have happy memories not only of *Sir Berkeley* in all his roles, but of the friendly welcome, of the hospitality shown to us, especially by Peter Badcock and Arié Beinema and by Livius and his family. It was a very good weekend.



Museum Buurt Spoorweg's Belgian six-wheeled coach

Another entry for the 'Guinness Book of Rail Facts and Feats'?

Last Easter Monday, *Bellerophon* (built in 1874) was in passenger service at the East Anglian Railway Museum at Chappel & Wakes Colne: and meantime *Sir Berkeley* (built in 1891) was in passenger service at Stichting Museum Buurt Spoorweg's line at Haaksbergen, the Netherlands. Nothing terribly remarkable about this – until we remember that *Bellerophon* is currently the oldest working standard-gauge steam locomotive in Britain: and (in steam on this day at precisely the same time) *Sir Berkeley* is currently the oldest working standard-gauge steam locomotive in the Netherlands! What makes this 'double' so extraordinary is that we are primarily a railway carriage Museum, with our activity in the world of steam locomotives being something of an historical accident!

Coming Events: coaches and locomotives

'Thomas' descends on the Worth Valley Railway for the weekends of 1st & 2nd and 8th & 9th June. Our Metropolitan Railway Brake coach and one of the other two (just which one is likely to be determined by the logistics of shunting on the day!) will appear at Keighley as 'Annie' and 'Clarabel' for the occasion. Perhaps more of interest to most Members is that as currently planned *all three* of our Metropolitan Railway carriages will be in passenger service for the Worth Valley Railway's 'Vintage Services Midweek' trains on Tuesdays, Wednesdays and Thursdays June 4th, 5th & 6th and 11th, 12th & 13th. Motive power for these trains will be provided by the Bahamas Locomotive Society's LNWR 'Coal Tank' No. 1054.

Bellerophon is still at the East Anglian Railway Museum at Chappel. Steaming dates here (which do not necessarily involve *Bellerophon*) are advertised as May 26th & 27th; June 2nd & 16th; July 2nd, 7th & 14th; and August 4th, 7th, 11th, 14th, 18th, 25th, 26th and 28th. Showing your VCT Membership Card on arrival should result in free admission to the site. Bear in mind however that *Bellerophon* will need to undergo annual boiler examination not later than 23rd June: this may modify availability around that date.

Bellerophon will then leave Chappel on 29th August to travel to the North Norfolk Railway to take part in that Railway's 'Steam Gala and Country Fayre' weekend on 6th to 8th September. Present plans are for the locomotive to return to Ingrow immediately after that event, with an

appearance at the Worth Valley Railway's Enthusiasts' Weekend ('Wheels in Motion'), on 12th & 13th October, being a real possibility.

Sir Berkeley will be present and all being well in operation at Het Nederlands Spoorwegmuseum (the Netherlands National Railway Museum) at Utrecht for a major steam weekend on May 25th, 26th & 27th. Immediately after that, *Sir Berkeley* will return to England by road via Rotterdam and Hull. Just where within England is at the time of writing yet to be resolved, but hopefully it should be at a site where we can see *Sir Berkeley* in at least occasional operation over the Summer.

On this subject, both *Bellerophon* (for this Autumn) and *Sir Berkeley* (for the Summer and Autumn, subject to determining just where the locomotive goes on its return to this country) remain available for hire. Should any Member know of any Preserved Railway or Steam Centre which might like to talk about a possible hire, would you please let Paul Holroyd know – his telephone/fax number is 01268 764496. He should of course be very happy to talk also about possible hires for next year.

Twin Happenings

Our twinned body AJECTA (based at Longueville, close to Provins, some 60 miles from Paris, at the outer end of the suburban rail service from the Gare de l'Est) this year is holding its 'Steam Day' at the Longueville depot on Sunday 15th September. Various activities within the Depot yard will be complemented by several steam passenger workings between Longueville and Provins.

AJECTA's remaining steam tours this year are scheduled for Saturday and Sunday 5th and 6th October, and Sunday 24th November. The route for the first day of the two-day tour is from Paris via Chinon and Richelieu to Tours for overnight in a good-quality hotel: returning to Paris on the second day via a stop at Blois. The November tour is AJECTA's well-established 'Champagne Express', from Paris to Rheims to return after what undoubtedly will be an excellent lunch – with champagne playing a prominent part!

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

Charities Aid Foundation

We now have a Charities Aid Foundation 'Give as You Earn' Registration Number. This is 00230500. Those Members who take part in this CAF scheme as part of their pre-tax Payroll Giving may like to note this number and to consider making gifts (either 'one off' or on a regular basis) to the Trust via this scheme. All that is necessary is to quote 'Vintage Carriages Trust' and the number 00230500 on your Charity Choice Form or Coupon – this represents a simple and tax-efficient means of making donations to the Trust, as the CAF will recover the Income Tax you have paid on your donations and will forward the total payment to VCT. If you take part in this scheme, please consider supporting VCT in this way!

VCT's own publications

We were not overwhelmed with your rush to buy VCT's own publications, even with the 'special offer' concerning post and packing. For the moment, this offer remains at 30p for one, 60p for two and FREE for three or more copies (assorted or not, to your choice). So, just to remind you, and to allow you to place your orders now, here's the list once again:

'*Bellerophon*, from Haydock to Haworth':

Vernon Smallwood, £2.40.

'*Sir Berkeley* and Friends: an impression of Manning Wardle's six-wheeled saddletank locomotives':

compiled by Robert Emblin, £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. Post and packing charges at the bargain rates noted above – for the moment!

Help with Publicity is always very welcome. If you have a good outlet for our leaflets – whether it be a shop, dentist's waiting room, Tourist Information Centre, or whatever – please pick up a few leaflets from Ingrow on your next visit and distribute them appropriately.

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

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

URL <http://www.url.ac.uk/pers/1278/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 receive more than this one copy, please let the Secretary know.

Members are reminded that the Worth Valley Railway kindly allows **half price travel** 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 Thomas or for Santa trains or for other 'special occasions'.

'Fina for You' Charity Scheme. Phillip Walton, VCT, c/o Haworth Station, would be pleased to receive your Fina petrol token points for us to use under this scheme.

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

The Reference Library (at Ingrow Museum) continues to grow and is available for any Member to use whilst the Museum is open. If as well as – or, indeed, instead of this – you would like to 'watch the Shop' for an hour or so, we should be especially pleased to welcome you! As always, it would be as well to ring before travelling any distance to make sure the Museum will be open: the number is 01535 680425. Also, we would be pleased if you have any appropriate books you would like to donate specifically for use within this Library. These should be relevant to the theme of the Museum – in other words, to rail travel and especially rail travel as seen by the passenger. If you have any books or other relevant documents you would like to offer to the Library, would you in the first instance please contact our Hon. Curator, Jackie Cope (VCT, c/o Haworth Station), so that she can check with you suitability and that there is no duplication.

The late Dora Rowell

We are sorry to have to end on a sad note, but have to record the great sorrow with which we learnt of the death of Dora Rowell (Jack's wife) on Saturday 4th May. Dora had over the years become so very much of the Railway's scene. She supported Jack in all his railway and other activities and will be particularly remembered for her role as Mother Christmas. The Trust has a special reason for remembering Dora as she faithfully checked and emptied the donation box associated with the magazine rack in Oxenhope Museum, splitting the proceeds between VCT and the L&Y Fund. She will be greatly missed by the whole railway family and we are sure all Members will wish to join us in sending to Jack our deepest sympathy.

A recent view of the front of our Museum, following completion of the 'Sideways Extension'. Next: improved lighting, and an improved entrance: after that, the 'Rearwards' Extension?



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