



Vintage Carriages Trust

Members' Newsletter: June 1998

News of our Third Opening!

Members' Outing: please join us!

Let's mention the **Members' Outing** first:

VCT Members' Outing: Saturday 11th July

A 2½ hour Cruise on the Leeds-Liverpool Canal, on Martin Cleaver's Canal Cruiser *Marlon Emperor*.
From Foulridge Wharf (near Colne, Lancashire) to Barnoldswick and return.

Price: £6.75 each, including pie and pea supper (vegetarian alternative available).

See the enclosed Booking Form – which please return as soon as is possible should you wish to take part, together with your remittance. Full information concerning the *Marlon Emperor*, also location, is included in the leaflet also enclosed.

And now the **Third Opening**:

Saturday 9th May: and our THIRD Opening!

Excellent weather: excellent company: excellent visiting speakers – all in all, an excellent day which marked to perfection the completion of our new Workshop, together with the access improvements to the Museum itself: all with the much-valued help of the Heritage Lottery Fund and of the Keighley Single Regeneration Budget Challenge Fund.

Proceedings commenced just after the stated time of 12 noon, slightly delayed by the need for *Keighley News* Photographer Bob Smith to take photos (including the one of The Opening Cake together with Very Important People, which appears overleaf) before he had to speed off to another event. Trust Secretary **Michael Cope** then “got the show on the road” by commenting on the strange way in which the Trust actually enjoyed “Openings”. The present occasion, as the *third* Opening of the Trust's Museum, did at least give the opportunity to consider how the Trust fitted into the scheme of things – as Railway Preservationists (there were many “top people” and workers from not only the Worth Valley Railway but also many other Railways present as Guests; VCT is well-known within the railway preservation movement): as much concerned and involved with Tourism (Brian Handley, Chief Executive of the Yorkshire Tourist Board, was present and was to be one of the Speakers): as having a substantial and ongoing involvement in the Museum world (Andrew Scott, Head, National Railway Museum was to be the principal Speaker and joint-Opener; also present were our HLF Project Monitor Richard Kilburn of the Yorkshire & Humberside Museums Council, and our Curatorial Adviser Richard Gibbon, Curator of Engineering at the National Railway Museum): and involvement in the local community (Bradford Councillor Andy Mudd completed the trio of guest Speakers and Openers; he is the Chairman of the Keighley SRB Challenge Fund).

VCT's Chairman **Trevor England** then spoke, thanking all present for attending on the occasion of this third Opening, which was a useful point at which to mark the development of the Trust over the last thirty or so years. He recollected that after the purchase of the majority of the Collection in the late 1960s and early 1970s most of the restoration work had to be done in the open at Haworth and later in part of the Worth Valley's Carriage and Wagon Workshop at Oxenhope, only to see the vehicle returned to the open once complete. The decision was made that a longer-term solution was required, resulting in plans being made some ten years ago to build a “storage Shed” on waste ground, here at the bottom of Ingrow Yard. This developed into the present Museum: we have now achieved our initial aim of having all our carriages safely under cover. Now was the time for consolidation, and to concentrate on the ongoing restoration of our Collection. However, he remarked that he was very conscious that we still have one tank wagon and two locomotives which are not under cover, and an over-full Museum – he would not rule out a *fourth* Opening if the opportunity arose!

Yorkshire Tourist Board Chief Executive **Brian Handley** was the next speaker. He reminded all present that tourism is now *the* most important industry and is of major consequence to the Yorkshire region. The Worth Valley Railway (and with it, Vintage Carriages Trust) was important to tourism and tourism was important to Keighley. The biggest growth areas in tourism were now not the traditional tourist areas such as Scarborough and York but in places like Keighley and Bradford

because people wanted to see interesting things. The Vintage Carriages Museum fits beautifully into this category. Brian Handley also commented on the enthusiasm and involvement of the volunteer Members of the Trust.

VCT President **Robin Higgins** expressed the Trust's thanks to the Heritage Lottery Fund and to the Keighley SRB Challenge Fund for their support – he was proud that the Trust had been felt worthy of support by these bodies. He felt that this was to do with the Trust's proven track record, including being able to point to the success of the "Stage 2" "Sideways Extension" project. In turn, when we built the Sideways Extension we were able to point to the success of the original "Stage 1" building, which helped obtain substantial support from the Pilgrim Trust, the Esmée Fairburn Trust, the Mercer Foundation, the Leo de Rothschild Trust and from the Museums & Galleries Commission. The Museums & Galleries Commission deserve special mention for their encouragement to "think big" when we planned the original "storage Shed", with the result that we made it a proper Museum – with at that time much-appreciated support from the English Tourist Board (via the Yorkshire Tourist Board) and from the Bradford Economic Development Unit.

Robin took the opportunity also to express thanks for the vital support of members, supporters and others sympathetic to our aims – they are the solid foundation to the Trust's Museum.

We have printed later in this *Newsletter* **Andrew Scott's** address – it certainly justifies reading in full. *Keighley News* reporter Sylvia Thompson wrote in the following Friday's edition: "Andrew Scott, of the National Railway Museum, said Keighley should be proud of the achievement of the Vintage Carriages Trust, which took a leadership role in the world of railway preservation. He paid tribute to members' commitment to high quality. 'This is a class outfit,' he commented."

Councillor Andy Mudd in his address said the event showed how Keighley's regeneration programme was beginning to work through partnership. It was an example of the realism of a dream of regeneration and investment in the town. He hoped that projects such as this would ensure that some of the people who visited Haworth would also go to Keighley and see what it had to offer to visitors.

The three guest Speakers were then invited to cut the now-traditional VCT Opening Cake – a feat they accomplished in three stages – echoing the three stages of the Museum construction! They then were invited to complete the unveiling of the commemorative board, listing the principal supporters for the three stages of the scheme. With this also safely accomplished – and with the Cope's window curtain safely retrieved – all three were presented with what Michael Cope described as rather expensive scale reproductions of two of the carriages of the Trust's Collection: which turned out to be "Annie and Clarabel", from Britt Allcroft's "Thomas the Tank Engine" Collection! With VCT ties also presented, this concluded the formal proceedings and all present then proceeded to make inroads on the refreshments and to talk, catch up with news, put the world to rights, or generally to "network"..... which for many took the rest of the afternoon.

Haworth Band was in attendance and acquitted themselves well; as was (and did) the Lancashire & Yorkshire Saddletanks Trust's "Pug" 51218, with Richard Greenwood at the helm. The Railway had offered all Guests free travel that day; a kind gesture taken up by many, especially enjoyed in the fine weather of the day.



Cake-cutting practice time: left to right, Trust Secretary Michael Cope; Ann Cryer, Member of Parliament for Keighley; Brian Handley, Chief Executive, Yorkshire Tourist Board; Andrew Scott, Head, National Railway Museum (with knife!); Councillor Andrew Mudd, Chairman Keighley Single Regeneration Budget Challenge Fund; VCT Chairman Trevor England; and VCT President Robin Higgins.

.....and the cake itself: note the Keighley SRB logo, also that of the Heritage Lottery Fund – interestingly reflected in the carriage wheel:



Address given by Andrew Scott, Head, National Railway Museum, York, at the Opening of the VCT Extension and Access Improvements, 9th May 1998:

"I thought I might just say why I think Keighley should be tremendously proud of the achievements of Vintage Carriages Trust, and tremendously pleased that they have this asset in the community. I have been hovering around the edges of this activity – though it frightens me to say it – for thirty years. When you go into the museum and see the main restoration project: I was part of a group of students who decided that somebody ought to buy that coach in 1968 and it has taken until 1998 before real progress has been made. I hasten to add that as a student I don't think I put any money into it but I'm sure I encouraged others to do it. Why should Keighley be so proud of what it has got here? I think the first thing to say from the perspective of the National Railway Museum is that in Vintage Carriages Trust we have an organisation that takes a leadership role in the world or railway preservation. As has also been hinted at by Brian Handley there are no end of railway preservation organisations around the country. There are literally thousands of "preserved" railway coaches. What is so special about these ones? Well, one of the things that's special is that we know there are thousands – not least because of the way in which the Vintage Carriages Trust participates as a leader in the world of railway preservation. It itself has stimulated a group to come together to actually do a census of all the historic railway material in the country so that we can begin to understand what is important, what is unique, what's under threat and needs to be preserved. There's very little point in wasting scarce resources restoring a coach here when there's a group in Yeovil or somewhere restoring an identical one. The sort of thing VCT has been doing is getting people to think beyond their own boundaries and ensure that the railway preservation movement is working effectively together, and that's indicative, I think, of the status of VCT generally.

The second reason they're important is that they have recognised what the priorities are in the world of railway preservation. So many groups have been content to put incredible effort and skill into restoring vehicles, only to see them deteriorate as time has gone on and VCT has resisted that temptation and the evidence of that is all round us as we've heard – three steps down the road to ensuring the

continued preservation of all these vehicles for the public by building decent quality accommodation which is accessible to the public as a museum. Again, if you look in the workshop you can see the risk when buildings aren't available: a vehicle which after thirty years in private ownership with hoped-for preservation, the reality is that a year or so before this building was finished and able to accommodate it, vandals had damaged it and more work has been caused as a result of that. So one can't underline too strongly how important it is for organisations who are intent on preserving our railway heritage to get decent quality accommodation and I think VCT is to be very highly congratulated again for their leadership role, for showing what can be done.

I think the third point which needs to be said because the evidence is all around us is the commitment to quality which VCT has demonstrated. The vehicles which have been restored before ooze quality in all directions and the evidence of that is the awards which the organisation has won over the years. Let's have no doubt about it, it's a class outfit. It's producing vehicles which are restored to the very highest possible standards, and it's also picking up some of the mundane ordinary vehicles which ordinary men and women like you and me travelled in in the 19th century and the early years of this century. Come to the National Railway Museum and we'll show you lots of royal coaches but the railway companies didn't do a very good job of preserving some of that ordinary equipment and to be perfectly frank there are one or two vehicles I'd very much like to take home with me here because we're every conscious today that our visitors at York really do want to understand how their grandparents travelled just as much as they want to see how Queen Victoria travelled. That dedication to quality both in the restoration of vehicles which other people have perhaps not been too interested in, but also in their approach to opening this facility to the public and offering the public not just a shed with some railway coaches in but hopefully a quality visitor experience is a tremendous strength of this organisation.

So there are a few reasons, I think, why Keighley should be tremendously proud of what has been achieved here. I think

there's another thing which needs to be said as well. I speak as somebody who has always worked in either local government or the civil service. The National Railway Museum is perhaps less so these days but very much out of the civil service mould. I think we should all be very pleased and very proud of the way an organisation like this genuinely emanates from the community, from a group of people just getting on and doing the job and if there's a lesson here for, if you like, my paymasters – the politicians at both national and local level – and it's not good news for my funding – but it does seem to me that if one's looking for value for money, helping local people to help themselves in establishing organisations like this is a tremendously

positive way forward, and the evidence of that is all around us today.

So there are a few reasons why I am absolutely delighted to have been asked along today. I think what VCT has done over the last 20 or 30 years here is absolutely great. One or two of you here do have influence on grant aid for the future. I hope you heard the notion of a fourth extension. I hope maybe one or two of my words have suggested why that would be a good thing, both for VCT, for railway heritage, and for Keighley and I'm absolutely delighted to be joining in a moment or two Councillor Mudd and Brian Handley to do the deed and declare the museum open. Thank you very much."

Now that we have the new Workshop, and now that it's quite well equipped: we need to use it! Would you like to join us in "making it all work", by helping with our restoration programme? If so, please let us know when you might be available – and please come along to any of our Working Evenings (the first and the third Wednesdays of every month), or to one of the Working Weekends. (The next few are: 13th & 14th June: 8th & 9th August: 10th & 11th October: 13th & 14th December.) Please remember that work is not restricted to just these times: if you would like to come along at any time (weekend, or midweek) please let us know – there's plenty to be done!

Please note in particular the weekend of 13th/14th June: this is the weekend when we will be installing proper racking into our principal Storeroom – so if you can come along to give a hand, please do so! There's a lot of bits and pieces to be moved: most of it is quite light, but there's a lot of it: so your assistance at this time would be very helpful. See you there?

It's pleasing to be able to write the above two paragraphs knowing that for most of the time (apart from the 'racking' project) we are now able to get on with carriage restoration, and don't have to spend all our time dealing with the 1,001 items which had to be attended to after the builders moved out and before we could say that all work on the new building (and the walkway, and the 'upstairs room') is finished. Well, actually, there are still a few tasks outstanding – but at last we are able to concentrate on carriage restoration! As just noted, there's plenty to be done – so please join us!

As far as the **carriages** are concerned, **Great Northern 2856** has taken something of the limelight recently. Paul Kirkup outlines below what has been happening with this coach. Now that we are able to see just what the problems are, the current challenge is for us to firm up just what line of approach we are going to take to resolve these problems, so that we can make a Grant application to the PRISM Fund ('PRISM' is 'Preservation and Restoration of Industrial and Scientific Material' – this Fund is administered from the Science Museum and has already helped us by a grant towards the cost of moving this coach from Pickering). The present intention is that we will be making a two-stage Grant application, of which the first stage is to cover getting the overall structure of the coach back into good order, including varnishing and lettering and lining the exterior. This is a 'as soon as is possible' project: the second stage, which is to replicate the interior fittings and furnishings, will need a great deal more study and research, and will follow at a later date.

The **East Coast Joint Stock six wheeler** (built by the Great Northern Railway in 1888) has progressed in that the Guard's Brake now has an authentically-spaced slatted floor. The spacing, timber dimensions and end-chamfer details correspond both to those in the Brake of Great Northern No. 2856 and to those previously in the compartments of Great Northern suburban Third No. 3021, the remains of which we recovered from Kirton, Nottinghamshire last November – it's pleasing to (at last!) be able to say that this floor is now authentic!

The **First Class Metropolitan coach** has enjoyed recent surveys, to assess just what needs doing before it can go into passenger service to help celebrate the Worth Valley Railway's 30th Anniversary (as further noted below). The short answer is 'not a lot': but present deficiencies include droplight straps and in particular droplight strap retainers, which are somewhere in the Storeroom (I hope). As the operative word is 'somewhere', progress here is unlikely until the Storeroom acquires its racking, on the weekend of June 13th/14th.

Hopefully work on the **Bulleid** coach will restart shortly, now that most of the demands of the building programme are in the past. The current 'priority' job is to try once again to get a more acceptable finish on to the ceiling at the Keighley end of this coach. If you are a competent painter and if you enjoy painting ceilings – maybe I'd better rephrase that: if you don't too much mind painting ceilings – Philip Walton would be very pleased to hear from you! Other tasks for this coach include the filing and otherwise finishing-off of the window apertures, to allow the re-glazing at this second end to go ahead. After that, replacing the seating and other interior furnishings should be a fairly quick job; virtually all is in 'ready to replace' condition, and is ready and waiting in the Storeroom. After that, there's the little matter of the exterior sheeting to complete....

The **Midland** six-wheeled composite is drying out quite nicely, as is the **Midland Oil Tank Wagon**. The intention is to not start work on either of these at least for some time yet, whilst we catch up on our present restoration projects.

'Big Bertha', the platform Refreshment Trolley, should see further work in the quite near future. Dave Hemingway did a great deal of work on this before he (with the rest of us) got so involved in the 'finishing off' work relating to the Extension, so there's not really a great deal more to be done here. As Dave is now working full-time in Bradford and is no longer able to come to the Museum on a regular basis, this is a project that Tom Poviliatis is taking up: if however you would like to give a hand with this, we are sure that he will make you more than welcome.

The "industrial archaeology" study of Great Northern Railway coach No. 2856 continues, along with restoration work and some surprises. Paul Kirkup writes:

Following the arson attacks on 2856, the coach was soon safely stored inside the Museum, allowing us the first opportunity to fully assess both the damage and the remaining surviving interior and exterior.

The immediate concern was to have an insurance Loss Adjuster examine the damaged areas in order that a Claim could be made. Agreement was reached and a contract for renewal of the parts destroyed or rendered unrestorable by the fire was placed with Stuart Mellin. He promptly dismantled the brake end of the body and re-erected it in his workshop to use as a pattern for the rebuild. This has been faithfully carried out using tropical hardwood and fittings recovered from 2856. Now rebuilt on to the vehicle we can for the first time appreciate how magnificent these vehicles must have looked when new.

Whilst this was going on a detailed survey of the remainder of the vehicle was commenced. Much of the interior had been removed when the coach was converted to departmental use in the early 1950s, but sufficient remains for us to have a good idea of the type of mouldings and finishes used. One original ceiling remained in position, and this retains its decorative gold and blue scrollwork and lining out. This is hidden below charred layers of subsequent paintwork but careful removal of those has revealed the shape and size for replacement purposes. Careful examination of the floorboards revealed numerous screw holes, pipe holes, notchings and impressions of seat frames. As these latter were removed long ago it is now a question of tracking down drawings that show similar interiors to compare with our findings. If and when correlation is achieved we will know what we have to recreate.

The heat from the fire caused charring of many layers of brown paint and varnish that had been applied to the interior panelling over the years. This can now be easily scraped away and has revealed that the original finish on the timbers and veneers was French polish. It also brings forth surprises. The two internal lavatory doors were still in situ and removal of the charred paint revealed an LNER map of the route of the Flying Scotsman pasted to the upper panel. The visible map has been carefully photographed and with Grant Aid from the Area Museums Council, Paper Conservator Richard Reeve of R-Craft, Wakefield, has carefully removed and conserved each map in turn. This has brought the really exciting find of a lovely, genuine Great Northern Railway

route map as the lowest of the three, which is a real work of art. This third map came as a real find – the sort of thing which makes Richard Reeve's work as a Conservator much more interesting! These maps will be placed on show in the Museum and a photographic copy, retouched and enhanced, can be reapplied to the restored doors when we have decided to which period we will restore the carriage.

Many of the remaining interior fittings and trim have now been removed and cleaned by VCT (and NYMR) volunteer Ray Sowerby. Some of these need cosmetic repairs to hide rust staining caused by steel nails and pins having been driven into them. Before placing into store they are treated with one coat of French polish to protect them and their purpose and original location in the vehicle are entered on to an inventory, at which point a record is made of any which will be required as patterns for new to replace those missing or fire damaged.

Through the kindness of John Hasler, Secretary of the Great Northern Coach Group, from which the Trust purchased 2856, a number of important fittings have arrived at the Museum to assist in the restoration. These include the dimension plates, compartment heating valves, gas valves and gas gauges. John

and the Group recovered many of these items from grounded coach bodies and they have been carefully stored for many years. John has also provided a photograph taken by Guy Hemingway of sister vehicle 2859 at Grantham in 1939. This confirms the location of a number of details about which we were unsure.

Removal of a false floor in the Brake compartment revealed that the original floor had a pronounced hump in the centre above the bogie pivot. Examination of the exterior showed that the headstock and buffers at the brake end also appeared to be misaligned. Inspection underneath proved inconclusive so the decision was made to jack up the underframe and remove the bogie. This was also desirable for the purposes of thoroughly cleaning and restoring the bogie and underframe. With the loan of C&W's jacks this was easily achieved and it can now be seen that the underframe timber stretcher has distorted at some stage, probably due to severe overloading causing the floor to be forced up. It also appears that shunting damage has occurred and the solebars on both sides will require attention and

strengthening. This appears to be fairly straightforward but we are taking the advice of a structural engineer for the design of the necessary bracing and clamps.

At the time of writing a PRISM grant application is being compiled and we hope to start restoration of the existing exterior during the summer. The new brake end of the carriage is visible from within the Carriage Museum at Ingrow and we invite you to visit us and appreciate the work done so far.



A detail from the recently-revealed Great Northern Railway route map

Concerning the locomotives:

Sir Berkeley is currently guesting on the Middleton Railway, but not for much longer! Members are advised to visit Middleton soon if they wish to photograph *Sir Berkeley* there in his new livery (*Sir Kermit* rides again??). Middleton is having an Open Day on Sunday June 21st, with an opportunity to look behind the scenes. To check the dates when *Sir Berkeley* will be in use, please phone Middleton on 0113 271 0320. Middleton is just a ten-minute walk from the main A653 Dewsbury Road, which is served by frequent bus services from Leeds City centre, the White Rose Shopping Centre, Halifax, Huddersfield and Morley. Middleton is very friendly and of course was the first standard gauge railway to be operated by volunteers. Agreement has been reached in principle for *Sir Berkeley* to visit the Foxfield Railway (near Stoke on Trent) from mid-July to the end of August. At the time of writing contracts have not yet been formally exchanged, so the advice is to check with the VCT Museum (01535 680425) before planning a visit. *Sir Berkeley's* ten-year boiler ticket expires at the beginning of March 1999, so members are advised to make the most of these opportunities to see the Trust's most-travelled locomotive in action.

Remedial work on *Bellerophon* (in particular on the motion, found damaged and worn after last year's activities) is being carried out in Haworth Yard by the Worth Valley Railway as represented by Eric Wright and Chris Bray, together with much-appreciated help from regular midweek Haworth Yard volunteers. All was progressing well until inspection after a trial steaming disclosed that one of the new valve rings had ridden over its retaining flange, had bent more than somewhat (not often you see *bent* cast iron!) and had then disintegrated. This is not good news in terms of *Bellerophon's* return to fully serviceable condition, but hopefully will not represent many weeks further delay.



Not a cheerful sight – the 'Not To Be Moved' board and the removed buffer (to give access to the valve spindle) tell of *Bellerophon's* present problems

The late Philip Kilburn

With Philip's sudden and untimely death we lost a friend and colleague who had been a tower of strength for the Carriage & Wagon activities of the Railway for the last 35 years or so – in other words, for the Railway's entire life. Philip was born in Oxenhope, where his parents kept a general shop next to the present Post Office. He was a regular user of the Worth Valley Railway in BR days – and indeed in LMS days: one of his earliest memories was almost falling out of his pram when being lifted out of the train at Oxenhope! A somewhat later memory was of the late-night *double-deck* special bus service taking patrons home from the Brontë Cinema (now Snowden's Scrap Metals) *up* Haworth Brow, with a high-speed right turn at the top, towards Oxenhope! Whilst Philip over the years was primarily associated with the running fleet of coaches (which in the early years included the three Metropolitan coaches, the Chatham and later the Bulleid coach) he was one of the very first Members of VCT, as Member Number 5 and made a very considerable and ongoing contribution to the Trust. We miss him very much indeed.

The late Bob Paulden

Bob was a Bahamas Locomotive Society Member, not a VCT Member. His recent death at the age of 81 nevertheless left its mark on our Trust. Bob owned the diesel locomotive *James*, and was always very pleased to give a hand whenever VCT asked for a coach to be moved. This included midweek – more than once (and especially when VCT needed carriages moving to allow the Builders to do whatever was next required) he was very happy to cycle from his home, catch the train from Stockport to Manchester and onwards to Hebden Bridge, then *cycle* (yes, cycle) up past Pecket Well and over Cock Hill Moor, downhill to Ingrow: and after the shunt, the reverse in the evening! Not bad for someone in his 80s!

The late Geoffrey Reeday

On the Worth Valley Railway, Geoffrey Reeday's name is primarily associated with the rebuilding of Ingrow Station – he was born in Ingrow and was very pleased to be able to help with this project. Geoffrey was also to help financially towards the three stages of construction of our Museum, reflecting (as for the Station) his interest in railways and in seeing new and positive activities in his native town. He left Legacies to the Railway, to the Keighley Festival, and to our Trust. We are very grateful for this last, which reminded us of our overall responsibilities to Ingrow and to Keighley, as well as to carriage preservation as such.

1998 Annual General Meeting

It's some time away as yet – but you will find enclosed with this *Newsletter* the formal Notice of our Annual General Meeting, together with the request for nominations for Officers and Committee Members of the Trust. As you will see from this enclosure, the date for this Meeting is 24th October 1998: and – seeing that we now have a decent meeting room at our Ingrow Museum, we may as well use it! – this will be at our Carriage Museum at 3 pm.

The Meeting will be preceded by an informal lunch at the Toby Beeches Hotel (which is where we held our Meeting last year). We will meet at 12 noon for a 12.30 pm meal, which will give time enough for those wishing to travel by Worth Valley Railway train to walk to Keighley Station to catch the 2.35 pm train to Ingrow, for the 3 pm Meeting. We will include a 'reminder' about these arrangements in the next *Newsletter*: but would you please make a note of the date and of the locations, now?

Keighley & Worth Valley Railway: 30 Years, 1968-1998

The Railway's 30th Anniversary celebrations will be focussed around the weekend of 19th & 20th September. The intention is that the early days of the Railway will be re-enacted, with as many as possible of the locomotives and carriages used in the late 1960s and 1970s being in use. This is likely to include all three Metropolitan Railway coaches, the Chatham coach, and hopefully *Sir Berkeley* paired with the GNR-built ECJS coach. At the time of writing it doesn't look likely that this last will be a passenger-carrying train, but hopefully an effort will be made to determine just what is needed for this to be possible.

Filming assignments

We have again been involved in two short-notice filming assignments. The first took place in April, and provided a welcome publicity boost for us. BBC2 has a travel series titled 'Out and About', which is produced in different regional editions. The London and South East edition features places to visit in Kent etc., but for the Leeds and North programme BBC TV sent a family and a film crew to savour the delights of both the VCT Museum and the KWVR. VCT Chairman Trevor England welcomed the family to Ingrow over the Easter holiday period, and the programme was transmitted on Thursday 20th April – unfortunately not allowing us time to advise members individually, though we did send out a Press Release.

Our other filming assignment is a more typical one for us, in that we have been asked to provide all three Metropolitan carriages for a commercial. The commercial is for pensions and financial services, and is to be filmed at Keighley station. Again this is at short notice – the request having been made on May 13th for filming to take place on Wednesday May 27th. Filming assignments are both a source of revenue and good publicity. Hopefully many members will have seen the display on film posters in our Museum. This display will hopefully continue to develop as further filming assignments come in. Filming work is however very unpredictable, and not every enquiry turns into a contract.

Railfreight Supremo visits VCT Museum

On Tuesday 12th May we were delighted to welcome Mr Ed Burkhardt, Chairman and Chief Executive of English Welsh & Scottish Railway, to our Shop and Museum at Ingrow. Mr Burkhardt had arranged a private charter train on the KWVR.



Not part of the fleet of English Welsh & Scottish! Our Midland Oil Tank Wagon (formerly part of the Bahamas' Collection, at Dinting), temporarily outside the Museum, to give more space for our Opening ceremony.

We Need More Visitors!

Yes, folks, your Museum needs you! We need your help to distribute publicity leaflets to shops, cafés, hairdressers, libraries, tourist information centres, etc. If you are visiting the Museum, could you please collect a few leaflets. You don't have to collect many and it doesn't have to be a regular commitment. A one-inch pile of leaflets to one location once a year is a help (and the one inch is about the right quantity). Incidentally, at great expense we now have a new colour leaflet – can you turn some of these leaflets into visitors?

If you know anywhere which is prepared to display a poster, we also have a new A4 colour poster.

Museum Guides Needed

Do you have an odd couple of hours to spare? Could you wander round our Museum chatting to customers and being an ambassador for the Trust. Many of our volunteers already help the Trust in this way, but we are always on the look out for further help. Don't worry if you don't consider yourself to be a rivet or screw counting expert! All that is needed is an ability to chat politely to our customers and to make them welcome. The Museum Guidebook contains the answers to most questions visitors raise, and of course you can consult the reference library if your fellow volunteers don't know the answer! Having a friendly chat really does give our visitors the 'feelgood factor', and makes them recommend our Museum to their friends. Can you help?

AJECTA

Our twinned body AJECTA (Association de Jeunes pour L'entretien et la Conservation des Trains d'Autrefois, based at Longueville, to the East of Paris, almost at the end of the suburban service from the Gare de l'Est) offers the following 'Special Events' for the remainder of this year:

Sunday 14th June: steam-hauled day excursion from Paris-Nord to Le Tréport.

Saturday and Sunday 19th/20th September: National Heritage Day 'Open Door Weekend' at the Longueville depot. This coincides with AJECTA celebrating its 30th Anniversary; so as well as the depot being open with visiting stands, a buffet and model railway layouts, it is anticipated that the newly-restored 4-8-2 241 A 65 (based in Switzerland) and 2-8-2 141 R 840 (based near Nevers) may attend. There will also be steam shuttles on the SNCF line between Longueville and Provins.

3rd/4th October: two-day gastronomic steam-hauled excursion from Paris Lyon to Beaune, via Dijon, and return.

For details contact AJECTA, PO Box No. 1, F-77650 Longueville, France: or contact the Provins Tourist Office on 00 33 1 64 60 26 26 (telephone) or 00 33 1 42 72 68 51 (fax). Alternatively look at their Heritage Railway Association's internet page, which is <http://www.uel.ac.uk/pers/1278/Rly-Pres/ajecta/ajecta.html>

Remember that as formal 'twins', VCT Members qualify for AJECTA Members' prices for the railtours.

The 'Usual Notices'

Charities Aid Foundation (CAF) 'Give as You Earn' Scheme:

Those who take part in this 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.

Multiple copies of this Newsletter:

Normally just one copy is sent to two or more Members residing at the same address. If however you would like further copies, please let the Secretary know.

Subscription Rates:

These are still held at the intentionally low figure of £4, or £2.50 for Members' spouses and for Seniors, or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above these annual figures are invited so to do! Those wishing to join the Trust as Members should contact VCT at the usual correspondence address (see below).

Data Protection Act:

VCT Membership records are kept on a Computer. These are *not* made available to any outside bodies. If nevertheless any member does not wish their records to be kept in this way, please contact the Secretary.

'The Ingrow Can Crushers Club':

We continue to need *aluminium* (not steel, please) cans not just to crush but also to use as a valuable source of revenue. Keep them coming!