



# Vintage Carriages Trust

## Members' Newsletter: September 1998

### **Two prestigious Awards – and a PRISM Grant!!**

Each time we compile an issue of the *Newsletter* we think that we have covered every possible exciting event that can happen to the Trust. We restore, build, open, win, build again, extend again, etc. etc. .... We always have a feeling that the next issue will be a bit of a let-down because everything that could happen already has! How wrong one can be!

On August 3<sup>rd</sup> we received the following letter from the Access for Disabled people to Arts Premises Today (ADAPT) Trust's Development Manager, Stewart Coulter:

*"Dear Mrs Cope*

*The ADAPT Trust Millennial Awards 1998*

*I am pleased to inform you the Trust's Judging Panel chaired by Lord Snowdon has awarded your venue the 1998 ADAPT Museum Award sponsored by Railtrack PLC for best practice in access for disabled and older people.*

*This information is confidential and should not be released to the press and other agencies at present, until we discuss press releases and presentation of the award at your venue.*

*Congratulations and we will contact you soon to discuss further arrangements for a presentation.*

*Yours sincerely,*

*Stewart Coulter: Development Manager."*

We contacted Mr Coulter and asked if we could announce the Award to our own Members: this was agreed. There are ADAPT Award categories for Cinemas, Concert Halls, Libraries, Historic Houses, Museums, Art Galleries and Theatres. Each area is sponsored by different bodies. This Museums Award we feel is especially appropriate, as it is being sponsored by *Railtrack*.

ADAPT's application paperwork stated that *"any venue in the listed categories is encouraged to apply for the award if a high standard of best practice in effective access for all disabled and older people has been achieved."* We are especially delighted to have achieved this *National* recognition, for which all Museums throughout the country were eligible.

The Award is an engraved glass commemorative plaque, together with a cheque for £2,500. The money is to help add to the access facilities already available. Here, we are seriously considering sound interpretation to be located alongside the written interpretation boards. This however may not be the project finally chosen – considerable thought is required here, and any ideas from members will be welcomed. Please bear in mind the figure of £2,500 as a maximum figure, as at the present time and with so many other demands on our finances unfortunately we can't afford to exceed this by very much, if at all.

We made our application for this Award following the very considerable effort we made to provide good access facilities as an important part of the latest building work, including providing the new central walkway, of which you and all other members are well aware. We were pleased to welcome the two ADAPT Judges when they visited the Museum. They were much impressed by the wheelchair access to both viewing areas, and by the two-level interpretation boards – which allow wheelchair users to read them as conveniently as anyone standing on the walkways. They also examined the infrared loop system for the hearing impaired, and saw the Braille copy of a VCT advertising leaflet, available in the Museum Shop area. Obviously the Judges must have liked what they saw!

#### ◆ ADAPT Award Presentation, and 1998 Annual General Meeting Day: 24th October

At the time of writing, it is anticipated that the *very informal* presentation of the ADAPT Award will be made at our Museum on the morning of our AGM Day, Saturday 24<sup>th</sup> October. As soon as this date and the time are confirmed, this information will be available at the Museum and at the Keighley Shop. Alternatively, nearer the day please ring the Museum (01535 680425) for details, or email us on [vct@mwdjcope.demon.co.uk](mailto:vct@mwdjcope.demon.co.uk), or try our new website (further mentioned later), which is <http://www.neotek.demon.co.uk/vct/> Failing all this, you could then try 01535 646472!

The Award presentation will be followed by a Members' lunch, as in previous years at the Toby Beeches Hotel. Bus, or rail and bus, transport is available and there will doubtless be car-owning Members present who will be able to offer a lift. We will then travel back to the Museum for the Annual Meeting, which will be held in our fine new Meeting Room. Mid-afternoon tea will follow, together with a chance to look around the Museum.

A reminder that this is also the day of the Railway Society's Annual Meeting, to be held in the evening at Oxenhope Community Centre. You may wish to make it a full day's visit, which would allow you to attend the ADAPT Award Ceremony, and the Members' lunch, and our Annual Meeting and (if you are a Member of the K&WVRPS) the Railway's Annual Meeting. You might even like to make it a full weekend's visit – if you would like details of bed and breakfast places we suggest a call to the Haworth Tourist Information Centre (01535 642329) or a quick perusal of the latest *Push & Pull*.

#### ◆ Yorkshire Electricity/YHMC Access Awards 1998

We have just heard from Barbara Woroncow, the Director of the Yorkshire & Humberside Museums Council (YHMC), that we have won an award in the Yorkshire Electricity/YHMC Access Awards 1998. This is *in addition* to the ADAPT Award! – and is very closely linked with our 'home area' of Yorkshire (and Humberside).

Until the actual presentation (to be held in Rotherham on Monday September 7<sup>th</sup>) we will not know what we have won; but once again this is an acknowledgement of the efforts we as a Trust have made to make our Collection more accessible to people with disability.

As you have probably gathered, these Awards are sponsored by Yorkshire Electricity. The Awards include a category for Volunteer-run museums, to help towards improving access (in its widest sense). Our application was a simple one – to provide a wheelchair to allow the elderly and those who find difficulty in walking to tour our Museum. in comfort and use the lifts if necessary. The chair could be pushed by others with the visitor or by one of our volunteer staff and may of course readily be taken on to the viewing galleries by means of the wheelchair lifts. But – we won't know what we've won until the Award Ceremony itself!

#### ◆ Major PRISM Grant for Great Northern Coach No. 2856

Further news very recently received is that we have been successful in our application to the PRISM Fund for a Grant to help towards the restoration of our Great Northern Railway bogie coach No. 2856. The PRISM Fund is the Museum & Galleries Commissions Fund for the Preservation and Restoration of Industrial and Scientific Material, and is administered by the Science Museum: so not only is this £20,000 Grant a *very* useful help towards the restoration of this important carriage, but also it is further National recognition that VCT has a real part to play in the preservation and restoration of the historic coaches making up our Collection. We are *very* pleased, and *very* grateful for receiving this Grant!

This Grant, and the present work, covers the restoration of the underframe and body of the carriage, with the interior fittings and furniture to follow at a later stage as a separate project. Work will include rectifying the problems below the bogie pivot and of the solebars, as outlined in the previous edition of this *Newsletter*, as well as conservation and restoration of the bogies, underframe, roof and panelling. The final stage will be to varnish, line and letter the body. Whilst the final decision is yet to be taken (and in any case is likely to be determined by availability and costs of suitable fabric for eventual internal restoration) at the time of writing this looks likely to be in pre-war LNER varnished teak livery, rather than 'as built' Great Northern Railway livery. So: we look forward to getting on with this major restoration job. There is of course a fairly big "but": so would you now please read the next section?



Michael Cope and Philip Walton (right) indulge in a little preliminary work on 2856's bogie Photo: Jackie Cope

#### Your Help, Please!

Let's get down to basics. The Trust needs *your* help. No, not your money this time (though it does come in useful: don't hesitate to make a donation if you like!). We have been very successful in every direction over the past ten or so years. The Trust has grown in buildings, in membership (we've just topped the 600 mark), and particularly in prestige. As this *Newsletter* reports, we have gained further accolades in very recent months. All this has not happened without a lot of effort on the part of your Officers and Committee and the dedicated band of volunteers who man our Museum and shops and those

who give so much attention to the presentation, interpretation and restoration of our Collection.

**But: we need more people on the ground helping to keep this impetus moving forward.** We realise that due to personal circumstances or geography many are not in a position to help in this way; but to those who are within reach have the opportunity: we *do* need your help! Without John and Hugh and Keith and Geoffrey and Nick and others at Keighley the Shop does not open. If the shop does not open it does not earn money. Without Bob and Tom and Trevor (who drives up from

Rotherham) and Len (who drives up from Doncaster) and Peter and Paul and Philip and Nick (who lives in Central London) and Lesley and Nick and young James and Anthony and Keith and John and Ian and Mark and young Jason and Jackie and Michael and Michael and others the Museum does not open, the shop is not manned and the carriages are not restored. We need as a minimum three people each Saturday and Sunday, just so that the Museum and the two Shops are open. Some come along to the Museum on a set rostered day and get on with the restoration work, painting, sanding, stripping (wood, or metal, of course!) etc., or to be in the Museum's Shop cum 'Welcome' area selling stock and entry to the museum or showing people around the Museum. It is all a matter of having bodies around. The visitors enjoy watching people work, the person in the shop is happy in the knowledge that there are others around in what is now a quite large building. There is also a place for those who are willing to talk to our visitors and shown them round. Laurie Schofield (until recently a regular Haworth Shop volunteer) has taken on this task once a month Laurie enjoys talking to our visitors. He has an extensive knowledge of Railways and is gradually adding to his knowledge of carriages. We need others like Laurie to answer the visitor's questions and give them a 'behind the scenes' walk-about, and of course to give the

'Shop Person' a short break or otherwise to help there as necessary.

Our Shop at Keighley is small and can easily be manned by a anyone who enjoys reading the stock and watching trains come and go. The KWVR staff on the Station are friendly and you have the Railway's Buffet close at hand to supply tea and coffee as long as you wish, and your money allows!

Please get in touch with Jackie Cope on 01535 646472 if you can help – or just call in at the Museum and join the ranks!

There is a slip enclosed with this *Newsletter* which you may care to use instead – but please do give it your consideration. Even one day a month, or one day every four months, or one day a year – every little helps.

### **Working Weekends**

The next Working Weekends at our Museum are planned for Saturdays and Sundays 17th & 18th October, and 13th & 14th December. Please note these dates – and if you are able to join us then, we should be delighted to see you!

(The need to get on with the work on Great Northern coach 2856 means that there will be work happening many other times as well as on these dates – so please don't hesitate to ring 01535 646472 or 01535 680425 to find out when, and join us then as well!)

## **Museum Council Grants**

We are very grateful to the Yorkshire & Humberside Museums Council (YHMC) for their continued support to the Trust in so many ways. Each year the YHMC grants financial assistance to a wide variety of museum projects across the area. These vary in size both of project and of grant amount. This year VCT has been particularly fortunate in gaining grants to help toward the completion of three very different projects, as follows:

### **❖ The Maps**

The project to reveal and restore the maps found under the smoke-damaged varnish and paint of one of the two lavatory doors of the Great Northern Coach was described in the last *Newsletter*. This included a photograph of a detail of the Great Northern Railway map. This is the oldest of the three and was found under the other two maps. As well as being the most interesting of the three, it is also the one in the best condition, being not far from its condition when it was first put in position so many years ago. The three maps, together with the second (untouched) door, are in the display cases at the Museum and are well worth a visit to view them.

### **❖ Racking for the Store Room**

The second project was concerned with storage. The store room at the Museum has a door at each end and over the two years since the 'sideways extension' was built all and sundry have opened one or other of the doors and thrown in all and sundry items which they did not know what to do with! The consequence was a glory-hole in which nobody could find anything. You are probably thinking "that sounds just like our loft or cellar or spare room"!!

The Grant from the YHMC allowed us to purchase heavy-duty racking on which we could spread all the bits and pieces concerned with the various coaches. On Saturday 13<sup>th</sup> June the "*Store Room Empty and Refill weekend*" loomed and an amazing number of willing hands appeared. Our Chairman and Committee thank all for their efforts. The whole weekend boiled down to establishing three heaps. First was the heap of valuable restoration bits and pieces, including the whole of the seating for the other end of the Bulleid coach: this went back into the newly equipped store-room. Neatly. And, yes, it *is* going to stay that way! Secondly: the pile which consisted of things people had been looking for ages; and thirdly, the pile of rubbish – which disappeared!! We now have a neat and easily accessible storeroom, where we can actually find what we're looking for!

### **❖ The Security System**

The third project concerns security. Obviously we can't discuss this in detail. Suffice to say that the sudden disappearance of three fairly valuable electrical tools on the day after our official Opening lead to our realisation that unfortunately we have to be much more security conscious in this day and age. The YHMC is very aware of this need for all Museums, Galleries, Stately Homes and other places open to the public. It is a sad reflection on today's society that money which could be put to more constructive use has to be put towards such things as CCTV surveillance. VCT Trustee Philip Walton has installed the system as a volunteer, which has very considerably reduced the total costs, and the Trust is very grateful to him for this.

midweek Haworth Yard volunteers. Again as previously reported, the work on the motion has been completed and is to excellent standards. However, the new valve rings gave problems, with after a test steaming one being found to have ridden over its retaining flange, then bending and disintegrating. This problem was corrected and confirmed as satisfactory by a further test steaming. This steaming was immediately after the annual in-steam insurance examination, which was successful other than a relatively minor problem later found to be a result of the flat-section coil spring within one of the safety valves having lost its resilience over the years and so needing replacement. Despite the rather odd specification of this spring, Eric and his colleagues found and installed a replacement in quick time. The locomotive now awaits a further steam test and a detailed inspection before it can again be used. At the time of writing it is not known just when this will be.

All this is rather sad, as it means that the locomotive has not been able to be used at all thus far this year; meantime, the ten years (maximum) of the boiler certificate is steadily ticking by!

### **Sir Berkeley**

On 25<sup>th</sup> and 26<sup>th</sup> July, our vintage Manning Wardle visited the Foxfield Railway for their Steam Gala. Ian Smith reports: "For the occasion, *Sir Berkeley* had two VCT members as crew members, myself and John Wilkinson, both of us being senior drivers at Middleton. The weekend actually started on the Friday when John & I journeyed to Blythe Bridge to check the engine over prior the event. In fact, some minor work was required and the engine was steam tested as a result, everything checking out fine. We then hitched the engine to a couple of coaches plus a brake van and ventured off to Dilhorne Park, the far end of the line. The loco performed very well indeed and proceeded to do some shunting at the Dilhorne Park terminus, before finally returning to Blythe Bridge. Saturday dawned fine and clear, with John & I preparing our steed for the day's events *very* early indeed. We were paired with Bagnall 0-6-0ST *Lewisham* for the Gala and this was an inspired choice. *Sir B* was not overshadowed by the Bagnall, but the latter was more than powerful enough to assist our little engine when required. We spent the day working a combination of freight and passenger trains, including working up the infamous Foxfield Bank with its 1 in 19 gradient. *Sir B* walked it! The various runs up the bank were enjoyed by the gallery of up to 50 photographers, and the engine's crew quite enjoyed the spectacle too! The grand finale came at the end of the day when a large 0-6-0T *Meaford No. 2* coupled on to the front of no less than 12 mineral wagons plus brake van, with ourselves and *Lewisham* as bankers. This was a most spectacular sight and sound! The leading engine was probably pulling a good 6 or 7 wagons, leaving the last 3 or 4 to the bankers. Certainly the photographers enjoyed that one! Sunday was fairly similar to the Saturday, with the engine performing extremely well indeed. Foxfield is a superb railway, worth a visit in its own right."



*Sir Berkeley* in action on the Foxfield Railway, July 1998  
Photo: Robin Higgins

*Sir B* was again in action at Foxfield over the August Bank Holiday for a "Victorian Weekend" featuring an 1886 and an 1876 locomotive as well as the young *Sir Berkeley*. *Sir Berkeley* will return to the Worth Valley Railway in time for the 30<sup>th</sup> Anniversary Weekend, and will then go forward to the **Middleton Railway** in time for their **Autumn Gala**. This is over the weekend of **September 26<sup>th</sup> and 27<sup>th</sup>**, and should feature both *Sir Berkeley* and L&Y 'Pug' 51218.

A further event on the Middleton Railway on the weekend of 7<sup>th</sup>/8<sup>th</sup> November is in commemoration of the Centenary of Hunslet 0-6-0T No. 14 *St John* – the only one of its type left in preservation, perhaps better known as *Lady Armaghdale* or even as *Thomas*. Saturday's trains are for invited guests (have a word with Ian Smith if you especially would like to attend), whilst the locomotive will be working public trains on the Sunday. As noted in the next section, we intend taking a VCT Outing daytime on the Sunday to see just what is going on – why not join us?

For more information on both these events, phone the Middleton Railway on 0113 271 0320. Middleton is just a stone's throw from the main A653 Dewsbury Road which is served by many buses, so why not enjoy this historic railway with its unique atmosphere.



## Keighley & Worth Valley Railway 30th Anniversary Weekend, 19<sup>th</sup> & 20<sup>th</sup> September

This Special Weekend is now being masterminded by our very own Chairman Trevor England, who has taken over the job at a late stage from KWVR Vice-Chairman David Pearson. Trevor is of course also a Council Member of the KWVRPS. He has set about sorting timetables, rostering, rolling stock and various additional attractions with much enthusiasm and is finding a great deal of co-operation from across the Railway and certainly from his own Trust.

Trevor has worked with VCT Trustee Paul Holroyd to organise the VCT contribution to the events of the weekend, which promises to be a special one in the VCT Calendar as well as that of the Worth Valley Railway. Trevor and Paul write: "If all goes according to plan *Sir Berkeley* will haul passenger trains between Ingrow and Keighley. Current plans are for *Sir B* to depart Ingrow at 12.45 pm and 3.45 pm and Keighley at 1.55 and 4.55 pm, hauling VCT's South Eastern & Chatham carriage 3554 and the privately-owned North Eastern Railway inspection saloon. Present plans are for *Sir Berkeley* to double-head with L&Y 'Pug' No. 51218, but on Sunday the 4.55 pm departure may see *Sir B* unassisted with just the Chatham coach.

We do not think that *Sir Berkeley* has hauled trains on the KWVR main line since the filming of *The Railway Children* for BBC TV in 1968. *Sir Berkeley* is unlikely to have another opportunity to haul trains on the KWVR for a number of years, so make the most of the opportunity.

The South Eastern & Chatham carriage will also be hauled by the L&Y Pug on an early morning Ingrow-Keighley trip. With the Chatham carriage being one of our main exhibits in the museum, it only rarely appears in passenger service, so again this is an opportunity not to be missed.

All three of the Trust's Metropolitan Railway carriages will be in use during the weekend. Provisional plans are for the Mets to leave Ingrow at approximately 9 am, hauled by the visiting N2 locomotive which hauled them up the Branch when they were delivered in 1965. The Mets will be used on the Ingrow-Keighley shuttles with the pannier tank for the remainder of the day.

The visiting N2 loco will then haul the KWVR's rake of non-gangway Mark 1 suburban carriages, whilst Standard 4 No. 75078 will haul the gangwayed set. The LNWR 'Coal Tank' and diesel D0226 'Vulcan' will also be in service."

The usual comments about 'subject to availability' do of course apply.

As is fairly obvious from the above, the Museum will be denuded of a great part of its Collection during the Anniversary Weekend. However, it will still be a busy place! We will be holding a

### **B**ONANZA **BOOK** **AZAAR**

in the main body of the Museum – we have good stocks of books just at the moment and will be displaying as many as we possibly can, certainly far more than we can manage just in the Museum Shop. So, do come along and see just what is available; and don't forget to bring your wallet with you!

Also Jim Pickles will be setting out a Mini Model Railway display in the Workshop area, viewable from the main body of the Museum. It won't be very quiet either, as Trevor is arranging for the Haworth Band to entertain the passing populace either just outside or if wet just inside the Museum. Meanwhile in the yard the Mets and the Chatham and the NER Saloon, together with *Sir Berkeley*, the 'Pug' and the GWR Pannier Tank will come and go on their Ingrow-Keighley Shuttle. There will also be a free Vintage Bus service every 20 or 30 minutes from Ingrow Station to Cliffe Castle and East Riddlesden Hall, giving the opportunity in particular for families to visit one or both of these. Also, five Scammell and Thorneycroft delivery vehicles are expected to be in Ingrow Yard, in addition to our own Scammell mechanical horse. Altogether quite a busy scene – come and enjoy!

As always for any WVR special event do ring the Railway's 24-hour information line nearer the time: the number is 01535 647777.

## **Now to turn to other news of the VCT Collection:**

### **GN Coach 2856**

We've already mentioned the very good news concerning the PRISM Grant. Receiving this gives us authority to actually start the project: work done thus far has been strictly to investigate what is required. We now have a reasonably clear idea of the way forward, particularly with the bogies and the underframe, and with the 'problem areas' below the Guard's Brake. Paul Kirkup will be leading this project, with Michael Cope assisting him, including by providing some mid-week continuity. There's work which can be done immediately – notably to clean, treat and paint the bogie we ran out to allow inspection of the underframe under the Guard's Brake: so if you would like to be in on this project from the start, would you please contact Paul or Michael?

### **First Class Metropolitan Railway Coach**

This has been "Michael Cope's coach project" for rather longer than he would like to talk about! It is (at last!) very close to virtual completion, with only three compartment lights to wire in, three ceiling vent covers to finish cleaning and install, and several droplight strap retaining brackets to fit to the droplights themselves. These are now the only items which could reasonably stop the coach going into service for the Railway's 30<sup>th</sup> Anniversary celebrations. These small brass castings are being made for and machined by the Workshops of the Bradford Industrial Museum and hopefully should be ready in plenty of time before this celebratory weekend. Courtesy of the Railway's Carriage & Wagon Department, reasonably authentic emergency chains are now in position on both sides of each compartment. Whilst checking the operation of these, the opportunity was taken to check the vacuum brakes, with good success.

Other small, but repetitive and very time-absorbing, tasks recently completed on this coach include making all the door sliding ventilators operative; likewise for all the door retaining straps. Finishing off the trim above the doors in two compartments, and the ceiling trim in one of these, has now been completed.

The coach is now at last as near completely restored as it is likely to be for some time yet! Michael would like to see the London Transport duck-boarding on the compartment floors replaced by the earlier linoleum (which would cost 'only' about £850 for the whole coach) and to start reinstating the assorted switchgear carried on the end of the vehicle – but all that is likely to have to wait a year or two.

### **Nine Compartment Third and Brake Third Metropolitan coaches**

Caretakers John Heaton and Neil Gill respectively have prepared work programmes for these vehicles. Both are mainly 'care and maintenance' programmes, but include catching up on a few minor points needing attention. Both these coaches should see use for the Railway's 30<sup>th</sup> Anniversary weekend.

Two of the seven compartments of the Brake Third received substantial attention a few years ago when the coach was at Oxenhope; hopefully work will start on a third compartment some time this Autumn.

### **East Coach Joint Stock six-wheeled coach**

Not much to report – except that reproduction Duckett lamps are expected soon, being made by a Member of the Buckinghamshire Railway Society at Quainton Road. (These are the oil lamps positioned above the Guard's look-out Duckett, one each side of the coach).

Questions have been raised about use of six-wheeler coaches on the Worth Valley Railway, with mention of stability on canted track and of "delta Q over Q" ratios. We have established just what this means (we think!) and how to measure it, and have access to the necessary measuring kit (kind courtesy of the National Railway Museum) but await further developments before we can progress any further. Until there is decision as to just what is acceptable and what is not acceptable there seems little likelihood of this coach, or any other six-wheeled coach, being in passenger use on the Railway – even on the "very occasionally, controlled usage" basis the Trust would like to see for all its rolling stock.

### **South Eastern & Chatham 'Matchboard' coach**

Again, nothing much to report, other than "care and maintenance" continues.

This coach also will be in use for the 30<sup>th</sup> Anniversary Weekend. There certainly won't be much left in our Museum! This was the first coach to see anything approaching regular passenger use on the Railway, being pushed by the L&Y 'Pug' up Haworth Loop from Haworth Yard on the Railway's early Bank Holiday and other 'Open Days'. Present-day safety considerations sadly will not allow this interesting operation to be repeated as part of the 30<sup>th</sup> Anniversary celebrations – but at least we should see our Chatham coach once again paired with the Pug, this time between Keighley and Ingrow.

This passenger use will be by daylight and will not include passing through a tunnel; nevertheless, this reminds us that we are still without a robust 230-volt mains powered 24 volt battery charger suitable for coach batteries and consequently we still can't reliably put any charge into the batteries in this coach or those in the Met Brake coach. If anyone knows of a suitable battery charger available at a reasonable price, we should be very pleased to hear from you.

### **Manchester, Sheffield & Lincolnshire Railway coach**

Nothing to report – an important part of our Museum display, admired by all, regularly cleaned – and one of the few coaches of our Collection *not* taking part in the 30<sup>th</sup> Anniversary Celebrations. It was however recently used for TV filming – as is mentioned below.

### **Latest Filming Assignment**

The Trust has just completed its 35<sup>th</sup> filming assignment – reports our avid film buff, Paul Holroyd! This time it is the BBC schools series *Timewatch*. Our Manchester Sheffield & Lincolnshire carriage and East Coast Joint Stock carriage ventured all the way to Ingrow Station for the filming which took place on July 14<sup>th</sup>. At present, we do not have a screening date.

### **Bellerophon**

Progress here has been depressingly slow, for a number of reasons. As reported in the last issue of this *Newsletter*, the necessary remedial work 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



A reminder of VCT's past filming assignments, now on display in the 'National Railway Museum' show cases in our Museum  
Photo: Jackie Cope

## VCT's Marton Emperor Canal Cruise

A pleasing number of members enjoyed the cruise on the Leeds-Liverpool Canal, as publicised in the last issue of this *Newsletter*. Several took advantage of the minibus made available by our membership of Keighley Community Transport, driven by our Keighley Shop Manager, Hugh Beck. As well as the cruise itself, the favourable weather and the supper were much appreciated. *Marton Emperor's* owner, Martin Cleaver, had compiled a quiz: this was won by our Chairman, Trevor England – demonstrating that he *does* read all his copies of *Push and Pull!*

Members about to board the Keighley Community Transport minibus, en route to Foulridge and the *Marton Emperor* canal cruise. VCT Member and KCT volunteer driver Hugh Beck is third from the right  
*Photo: Jackie Cope*



Following the success of this outing, it is highly likely that we will be making a daytime visit to the Middleton Railway on Sunday 8<sup>th</sup> November (see above), again with minibus transport available from Haworth and/or Keighley. Would anyone interested in joining this visit please ring the Museum (01535 680425) for further information nearer the time.

## Brake Van Rides in Ingrow Yard

Our neighbours at Ingrow, the Bahamas Locomotive Society, will be operating Brake Van Rides in Ingrow Yard on September 27<sup>th</sup> and October 18<sup>th</sup>. It is hoped to use the LNWR 'Coal Tank' on what are expected to be its last public steamings before withdrawal for its ten year overhaul.

## Congratulations – our youngest Member?

.....to Paul and Monica Holroyd, on the birth (28<sup>th</sup> August) of a daughter, Katie Louise – a sister for Graham. The Membership Application Form is on its way!

## Annual General Meeting: Elections of Officers and Committee

The formal Notice of Meeting was enclosed with the last issue of the *Newsletter*, together with the Agenda. By way of reminder: the Annual General Meeting of the Trust will be held on Saturday 24<sup>th</sup> October 1998 at 3 pm at the Trust's Vintage Carriage Museum, South Street, Keighley. As mentioned on the front page of this present *Newsletter*, this Annual Meeting will be preceded by an informal lunch to be held at the Toby Beeches Hotel, Bradford Road, Keighley. This will be at 12 noon for 12.30 pm; which will give sufficient time for those who so wish to walk to Keighley Station to catch the 2.35 pm Worth Valley Train to arrive at Ingrow in time for the Annual Meeting at 3 pm.

To reach the Beeches Toby Hotel: leave Keighley Station, turn right towards Bingley. The Hotel is about ten minutes flat but brisk walk away, immediately before the roundabout on the A650 road - this is the main Bingley to Skipton dual carriageway road, bypassing Keighley. There is a fairly frequent bus service from Keighley to this roundabout and onwards (on the old road) to Bingley and Bradford - and of course vice versa.

A Carvery is available at the Toby Beeches Hotel, at about £6.95: or if you prefer sandwiches etc. are also available.

Again as previously mentioned, all this is expected to be preceded by the ADAPT Award Presentation (at the Museum); and – for the *really* enthusiastic Members, who are also Members of K&WVRPS – will be followed by the Railway's Annual Meeting, to be held at the Oxenhope Community Centre on the evening of that day.

Anyone who has mislaid the Notice of Meeting and Agenda and who especially would like one should send a sae to the Secretary with a note requesting same. The Agenda includes Elections of the following: President; up to three Vice Presidents; Chairman; Vice Chairman; Secretary; Treasurer; Membership Secretary, up to four Committee Members (all of which are annual appointments); also one Trustee, for a term of office of three years. The details of the retiring Officers and Members of Committee are listed in the Notice of Meeting and Agenda. All this is a reminder that nominations for the positions are now called for and should be sent to Michael Cope, Hon Secretary VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. In accordance with the Constitution, nominations may be accepted at the Annual Meeting only if an insufficient number of nominations for that post has been received prior to the Meeting.

## Our very own Website

Congratulations also to Michael Walton for so effectively setting up our very own World Wide Web Site; also to Paul Kirkup for assisting towards this by gathering the necessary information together and providing the necessary continual updates. Those who have the necessary internet access may like to go to <http://www.neotek.demon.co.uk/vct/> and see just what is on offer. The site covers VCT's history, how to get to Ingrow (with map), how to join the Trust, as well as details of each item of the Trust's Collection – complete with illustrations – and news of recent events.

Michael is currently working in Wisconsin, USA: it's pleasing that despite being so far from Ingrow he is able to play such an active part in the Trust's activities. The address has only very recently been submitted to the search engines and as yet is not very well known – but in the first few days there have been over 300 visitors to the site. All we have to do now is to translate some of these into real (rather than virtual) visitors to our Museum!

## Our very own Electronic Terminal

No; nothing to do with the internet or the world wide web: this one is the Visa/MasterCard reader we now have installed in the Shop at our Ingrow Museum. By comparison with the 'old' manual imprinter machine (still available at our Keighley Shop), this greatly reduces both the risk of error when taking a 'payment by plastic', and the administrative burden.

Having this terminal means that we are now able to accept a wider range of cards – MasterCard/Visa, JCB, Visa Delta, Switch, Solo, and Electron. Also we are able to accept any of these (*except* Electron) for postal sales – which includes (should you wish) renewing your Membership and/or making a donation to the Trust. Should you wish to take advantage of this facility, all you have to do is to send us your card details, and a signed note saying how much you wish to pay or give: we (with the help of this terminal!) will then do the rest.

## 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:

Saturday and Sunday 19<sup>th</sup>/20<sup>th</sup> September: National Heritage Day 'Open Door Weekend' at the Longueville depot. This coincides with AJECTA celebrating its 30<sup>th</sup> 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.

3<sup>rd</sup>/4<sup>th</sup> 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.

### Free Tea or Coffee

...is always available to Members visiting the Museum, albeit often on a 'brew it yourself' basis. Next time you visit, just ask!

### 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). Subscriptions may be paid in person at our Keighley Shop or at our Museum Shop (cash, cheque, card) or by post (cheque, or MasterCard/Visa, JCB, Visa Delta, Switch or Solo).

### 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, which remain a valuable source of revenue. Keep them coming!

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