



# Vintage Carriages Trust

## Members' Newsletter: September 2000

***Not one, not two, but three Appeals.....***  
***Annual General Meeting (and informal lunch):***  
***Saturday 28<sup>th</sup> October 2000***  
***GNR 2856: Good Progress***  
***News of the Museum: of the Collection: of Filming...  
and much more!***

Don't panic – the Appeals aren't about money! ...but can you help, please?

**F**irst Appeal: we realise that among our 550 plus members there are many who due to geographical location or family or personal factors cannot offer their support in practical help to the Trust. However this does not apply to all and we would appeal to any who live within travelling distance to consider seriously whether you can help to swell the numbers by offering help in this way.

**Help** in manning Keighley shop on a Saturday or Sunday from 11 am to 5 pm. Not an arduous task we can assure you. Obviously a willingness to talk to the public and take an interest in the stock is an asset.

**Help** in manning the Museum Shop and in welcoming visitors. Again 11 am to 5 pm, with a little extra tacked on at each end for opening up and closing down activities. It is a nice warm shop in winter! There are full facilities at the Museum – even a shower if you really manage to get so mucky manning a till or showing visitors around! There would be help in showing you how to manage the till and what is involved in preparation, running and shutting down the Museum and at first you would be working with others who have done it all before. At no time should you be alone in the Museum.

As our Trustee Paul Holroyd writes: *"Members may be aware that LTS Rail, which operates the Shoeburyness to Fenchurch Street route, has recently changed their name to "c2c". Apparently "c2c" means "Commitment to Customers" and "Coast to Capital". We in VCT have our own "c2c": we need volunteers at Ingrow to Chat to Customers. If you enjoy meeting people why not give it a try. It is just a matter of chatting politely to our customers and making them feel special and privileged."*

Please do give this cry for help some thought and if you are willing to give it a try and would like to join one of our Rosters please get in touch with us at the Museum (01535 680425) or Jackie Cope (01535 646472).

**S**econdly: **Working Weekends.** Bob Stevenson has worked hard to send out reminder letters to those who live locally or who normally come to working weekends, and we get a good response on Saturdays but not so on Sundays.

Volunteer help with all our restoration and preservation work is vital. You do not need a great practical ability: just the willingness to join in and take the job you are given. The GN Coach would not be the beautiful object it is today without hours and hours of volunteer labour. The Scammell and its trailer would never have seen the light of day again. Both have provided interesting and worthwhile tasks to those who have helped with them. Again do contact us at the same numbers as above, or write, or fax (01535 610796), or just call in. And please note the dates of the next few Working Weekends: they are 14<sup>th</sup>/15<sup>th</sup> October, 11<sup>th</sup>/12<sup>th</sup> November, 9<sup>th</sup>/10<sup>th</sup> December, and 13<sup>th</sup>/14<sup>th</sup> January.

**T**hirdly: **the Magazine Room.** Whilst others are beavering away in the Workshop there are others seen entering the mysterious room labelled "Magazine Room". The occasional inquisitive visitor opens the door to see whether this is an arsenal of lethal weapons. There is usually a gasp of amazement when the shelves of back number magazines are viewed. Bob Stevenson, his wife Gail and Hugh Beck are the Keepers of the Room and have set about its organisation with great success. There are the occasional other helpers and others are always welcome. The sale of magazines is one of our main sources of income and one for which we are well known. People arrive with lists and disappear into the Magazine Room depths. Some are regulars, others come from long distances having heard of the stocks through advertisements or word of mouth from other satisfied customers. All are without exception congratulatory and, if we have what they require, satisfied customers. If we haven't what they want in stock there is a reservation card index for postal sales. Some people spend so long in the room that there is grave danger of forgetting about them and locking them in at the end of the day, but this has not happened yet! However we cannot sell what we haven't got so do keep the donations coming not just of mags but also books and railway related items All this is a very well worthwhile way of helping the Trust; and do tell your friends about this side of our activities.

## **Annual General Meeting (and informal lunch): Saturday 28<sup>th</sup> October 2000**

For our AGM and our now-customary informal lunch preceding this Meeting, we will be following the same pattern as last year. So, you are invited to join fellow Members for an informal lunch at the Toby Beeches Hotel before the AGM itself, which will be held at 2.30 pm in the upstairs room at our Museum.

*The informal lunch has been much enjoyed in the past: if you haven't taken part in this previously, why not join us this year? If so, it would be helpful if you could let Jackie Cope (01535 646472) know; before 14<sup>th</sup> October, please!*

The Annual Meeting does of course also give the opportunity to meet fellow Members and the Trustees, Committee Members and Officers of the Trust, and to see just what is currently happening at our Museum building. This will be an ideal opportunity to see the exterior restoration of the Great Northern coach in all its splendour (see below).

Anyway, here's the **formal Notice of Annual Meeting**, together with details of the pre-Meeting lunch:

**Notice is hereby given that the Annual General Meeting of the Trust for 2000 will be held on Saturday 28<sup>th</sup> October 2000 at 2.30 pm at the Trust's Carriage Museum, Ingrow Railway Centre, South Street, Keighley.**

*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 12.15 pm for 12.30 pm (sharp!).*

*To reach the Toby Beeches 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 Hotel, at about £6.95: or, if you prefer, sandwiches etc. are also available.*

### **The Agenda for the Annual Meeting shall be:**

1. Apologies for absence.
2. Minutes of previous Annual Meeting, held on Saturday 23<sup>rd</sup> October 1999 and as previously circulated (with the May 2000 Newsletter).
3. Matters arising therefrom not otherwise covered by the Agenda.
4. Chairman's Report, to include consideration and if thought appropriate Adoption of the Annual Report for the year ending 31<sup>st</sup> March 2000.
5. Treasurer's Report, to include consideration and if thought appropriate Adoption of the Annual Accounts for the year ending 31<sup>st</sup> March 2000.
6. Reports of the following:
  - a) Membership Secretary
  - b) Shop Managers
  - c) Curator
  - d) Curatorial Adviser
  - e) Coaches
  - f) Locomotives.
7. Elections of:
  - a) President
  - b) up to three Vice Presidents
  - c) Chairman
  - d) Vice Chairman
  - e) Secretary
  - f) Treasurer
  - g) Membership Secretary
  - h) up to four Committee Members
  - i) Trustee, for a term of office of three years
8. Appointment of Auditors.
9. 'Any other Business', which may be accepted only at the discretion of the Chairman.

*For information: the retiring Officers and Members of Committee are: President, Mr R N Higgins; Vice Presidents, Messrs P Eastham, W H Black and V Smallwood; Chairman, Mr T R England; Vice Chairman, Mr P Kirkup; Secretary, Mr M W Cope; Treasurer, Mrs D J Cope; Membership Secretary, Mr R Stevenson; Committee Members, Messrs M Astley, H Beck and J Pickles (also one Vacancy); Trustee, Mr P Holroyd. All the above are eligible for re-election. The other two Trustees are Mr C G Smyth and Mr P Walton. Mr Smyth's period of office expires at the 2001 Annual Meeting, and that of Mr Walton at the 2002 Annual Meeting.*

*The positions of Curatorial Adviser, Shop Managers (Keighley, Ingrow), Curator and Rostering Officer are Committee appointments. Mr R Gibbon holds the post of Curatorial Adviser, Mr H Beck that of Shop Manager Keighley and Mr R Stott that of Shop Manager Ingrow, Mrs D J Cope that of Curator and also that of Rostering Officer.*

**Nominations for the positions listed in 7 and 8 above are now called for and, together with the consent of the member concerned, should be sent to me, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ to reach me on or before Saturday 21<sup>st</sup> October. 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 by that date (i.e.: seven days before the date of the Annual Meeting).**

M W Cope  
Hon Secretary, Vintage Carriages Trust  
17<sup>th</sup> September 2000

*Members may like to note that the K&WVRPS Annual Meeting is also to be held on 28<sup>th</sup> October, at 7.30 pm at the Oxenhope Community Centre*

## News of our Collection

Much as we try to give each item within our Collection an equal amount of attention there is inevitably one project which dominates, and at the moment it is **Great Northern Coach 2856**. The two-year PRISM grant from the Science Museum ran out in the middle of August and we are pleased to say that we were able to make full claim on the £20,000 grant. As the PRISM rules are that up to £20,000 can be spent on one project, we are on our own from now on! The PRISM grant was of course matched by a great many hours of volunteer labour. Looking recently at the sad photos of the coach immediately after the vandal firing on that terrible winter's night in December 1996, it is hard to believe it is the same fine vehicle which is now standing on our workshop being varnished by Bob Timmins and his son Ralph. Bob is an artist in coach restoration and under his brushes the fine grain of the teak and the lining and lettering are magnificent.

Meanwhile Dave Johnson has taken on the same task that he completed on our other Great Northern Coach, the East Coast Joint Stock coach – restoring the interior of the brake compartment. Dave is seeking information to help in this restoration. Can you help? Dave writes:

*"Restoration work is well under way and the painting of the brake compartment has just begun.*

*At the time of writing, only the primer coat has been applied.*

*Our problem – as with ECJS 143 – is knowing exactly how the brake compartment should be painted. The GNR painting specification simply says:*

*'Ceilings and three lining boards below the cant rail, light blue.*

*Interior, two coats of fawn colour.*

*Brake wheel and column, black Japan.'*



GNR 2856 with roof canvas in position but awaiting the gutter strips.

This was shortly before Bob and Ralph Timmins started their work: come to the Annual Meeting to see how very different this coach looks today!

*That's a reasonable basic guide, but does not get to grips with the detail. The questions we need to answer are:*

- ◆ What shade is "light blue"? We have a wooden fragment which we can match for colour, but it is flaked and shows at least two different shades. This may be explained by the fact that paints were hand-mixed by 'eye' in those days. It was not an exact science, so shade differences were probably inevitable. We also need to consider that light colours would darken with age, pollution and general grime. Proximity to gaslighting would probably cause discoloration too.
- ◆ What shade is "fawn"? Compare the offerings from today's paint manufacturers and there are a number of shades to choose from. Unfortunately, the samples we had in 2856 were destroyed in the fire.
- ◆ What colour should the doors be? The spec. is silent on this point. If GNR followed the practice of most other companies, the doors would logically be a dark brown, to resist scuffing and handling. (That said, the LNWR only painted the Guard's single doors dark brown, but left the double doors in the same light colour as the body sides!)
- ◆ Are the interior door handles and locking mechanisms painted black Japan like the brake wheel? Again, this would be in line with other companies (e.g. Midland, GWR).
- ◆ Presumably, there would be mailbag hooks on the cantrails and tethering-rings (for small animals) on the sides. What positions and how many?
- ◆ The diagram shows a parcel shelf. The position and depth of this can be determined easily, but what is the height above floor level?

*Good, clear, interior photographs would be an enormous help, but the GNR does not seem to have photographed brake compartments. At least, we don't know of any, but would be delighted to be proved wrong! Even interior shots of (Doncaster-built) Gresley or Thompson coaches might help, as practices probably changed little over the years.*

*Can anybody help? If so, please could you contact me (Dave Johnson) via the VCT, or at home (tel: 0113 270 8479, anytime), or email me on: [davidw.johnson@bl.uk](mailto:davidw.johnson@bl.uk) All contributions, whether photographic or verbal, will be gratefully received!"*

***We will endeavour to have GN 2856 available for viewing on the day of the Annual Meeting so that members can be the first to see the results of all the combined effort. It will be well worth the visit.***

## Our Metropolitan Railway Coaches

As we reported in the mini-*Newsletter* sent out in July, the Worth Valley Railway hired all three of our Met. Railway coaches for use on the line on the August Bank Holiday Sunday and Monday. The use of all three of these coaches on a service train travelling the full line is rare. The Railway was attempting to provide 'something different' for the many people who were disappointed by the cancellation of "Rail 2000" over that weekend. The Railway did see many extra visitors. It was noticeable that many hung back, waiting for the vintage Metropolitan rake, and photographers were much in evidence along the line.

**Metropolitan Brake No. 427** has added to its activities over the summer. The coach was taken to the "Steam and Speed 2000" event at Doncaster Railport to join a locomotive from the Middleton Railway in a 'Thomas' corner of the event, with VCT joining Middleton in providing a sales stall. Then in early September it joined the North Eastern Saloon in a filming assignment at Oakworth Station for a moment in one of the episodes in the cult BBC 2 comedy series "League of Gentlemen". Viewers of this series, set in the fictional Pennine town of Royston Vasey, will be interested to learn of a Christmas

Special of the series which is a spoof version of "The Railway Children".

Continuing with the "Railway Children" theme, the three Metropolitan coaches were once more out in service with the North Eastern Saloon on Sunday 17<sup>th</sup> September. The occasion was a Sponsored Walk around Haworth in aid of the Cystic Fibrosis Trust. As well as having starred in both the past and the recent TV version of "The Railway Children", Jenny Agutter is Patron of this Charity and had intended being present. Unfortunately, delays to filming in Liverpool meant that she wasn't able to be at Haworth. However, we were pleased that Sally Thomsett (who co-starred with Jenny Agutter in the big-screen version) was present and was able to again visit the Railway. It wasn't her fault that timings went a little awry, with the result that photos were taken of her against the backdrop of the Buffet Car of the Railway's main service train, rather than (as planned!) the Mets and the North Eastern Saloon of the "relief" train!

Brian Blessed was also in the area at the time, filming for the BBC "Holiday" programme – so watch out for VCT coaches again being "in the frame".



A typical every-day scene on the A629 just outside Ingrow Railway Centre: the bus stop, Ingrow Church, busy road traffic, and our Met. Brake coach departing for Doncaster.

## Filming: our Midland Railway Coach and East Coast Joint Stock Coach

Yes you did read it right: we *did* say the Midland coach! This coach, which has been quietly sitting drying out at the back of the Workshop, has come out into the daylight. Years of wetness soaked up whilst sitting outside at Oxenhope and later in the Dock Road at Ingrow has gradually evaporated. The interior has been used a storage place for all sorts of things. During a recent visit by film company people looking for Victorian coaches Michael Cope suddenly had a good idea (he does sometimes) and showed them the Midland. They declared it and the East Coast Joint Stock coach No. 143 just what they were looking for. The Midland was hastily emptied and Mark Astley and Chairman Trevor England and others spent happy (?) hours replacing split pins and generally fettling

the running gear. Cleaning and emptying was quite successful if tedious (John Heaton and Jackie Cope do not want to see another carpet tile for a long time).

Finally the two coaches set off early in the "petrol crisis" towards the North Yorkshire Moors Railway. The haulage firm assured us that they had the diesel to get there; they were not too sure about getting back!

The film being shot is *Possessions*, adapted from the 1990 Booker Prize-winning novel by A S Byatt. When we remember that the last filming assignment for the Midland was the cinema version of *The Railway Children* in 1970 it will be seen that the whole project of preparation was quite an achievement.



The film stars Gwyneth Paltrow, Erin Eckhart, Jeremy Northern and Jennifer Ely. The film company made use of the Railway Heritage Register Carriage Database on our website, and is also using the two carriages owned by Stephen Middleton. VCT members who attended the 'Strawberry Train' outing to the Embsay & Bolton Abbey Railway will remember the coaches concerned.

Stephen followed his coaches to the North Yorkshire Moors Railway. He writes:

*"Lined up at Pickering Station were Furness Railway Locomotive No. 20, VCT's ECJS Brake and MR Composite and my Great Eastern Railway pair of coaches. Four six wheelers looked absolutely fantastic with the 1860's loco.*

### Other Coach News

We are pleased to report that we have two new Caretakers. Dave Carr and Mike Holmes have taken over the Caretakerhips of the Met. Brake and the 'South Eastern & Chatham' coaches respectively. They have both set about their work with great zest and will no doubt continue to do so once a current OFSTED inspection is over!

### Locomotive News

We are very pleased to report that *Sir Berkeley* and *Bellerophon* are now happily placed at Middleton railway and Foxfield railway respectively. The removal of the two locos from the Worth Valley in no way reflects any weakening in the strong link there is between the two bodies. Indeed, the introduction of the Day Rover tickets giving free entry to our Museum emphasises the co-operation between VCT and the Railway. As reported in our last *Newsletter*, there was a need for the Railway to clear siding space during the present Heritage Lottery-funded project at Oxenhope. VCT is also very keen that our Collection should be placed where each item can be interpreted by controlled usage in the most advantageous and relevant way. Manning Wardle Leeds-built *Sir Berkeley* at the Middleton railway in Leeds, and *Bellerophon* (built very much as a colliery locomotive) at a railway which specialises in industrial locos and their presentation would seem to be eminently suitable placements.

**Bellerophon** enjoyed a very successful tour of Belgium and the Netherlands. The locomotive is loved wherever it goes and after the successful visit to Belgium reported in our last *Newsletter* the move to Haaksbergen went without a hitch. We have the following report from Ben Heering, the Locomotive Superintendent at Museum Buurt Spoorweg, Haaksbergen. Haaksbergen is

*Security was tight as Gwyneth Paltrow was outside the station being filmed in a silver Saab. I was wearing a 'hi vis' jacket and carrying a tool box and so seemed to qualify for entry to the 'closed' filming set to see the train. One day soon we may see a similar train offering journeys to the public. What a treat."*

The final TV star in our midst is our 'South Eastern & Chatham' coach No. 3554. A full report on this filming assignment appeared in our last *Newsletter* in May. The series "The Secret Agent: the story of the Special Operations Executive during the war" was screened in September and those who watched carefully would have seen the coach in use.

situated very near to the German border in the east of the Netherlands. Ben says his English is not very good but it certainly captures the flavour of his enthusiasm for the old loco which he first met when he and others came over from Holland to Haworth for a familiarisation visit. He writes:

*"In co-operation with Stoomcentrum Maldegem it was possible to bring Bellerophon to this part of Europe.*

*We got a very warm welcome when we visited Haworth on April 8<sup>th</sup>. Special thanks to Trevor England, Mark Astley and Ralph the driver.*

*You people drink a lot of tea but how it is possible to run a railway without gallons of coffee...? We were very impressed of the KWVR. Bellerophon arrived in Haaksbergen on the 26<sup>th</sup> May. The first public operation took place on June 1<sup>st</sup>. All our engines were also in service. A few trains were double and trio headed with Bellerophon. During the*



*Bellerophon* in the sun at the head of a demonstration freight train at Museum Buurt Spoorweg. In shade to the left, MBS resident loco No. 6.

*weekend of June 12 and 13<sup>th</sup> Bellerophon was the star of our steam festival. During the morning she took our old goods train and in the afternoon she took our wooden train, which consists of the six wheeled wooden Belgium coaches and the German guards van. How international.*

*The other days she was used on our regular trains on which she makes every day three trips to Boekelo. She runs without problem. Our personnel and visitors are impressed with Bellerophon and her age. It is a lovely old engine, take care of her in the future."*

Bellerophon arrived back from Belgium and the cancellation of 'Rail 2000', at which she was booked to make an appearance, allowed us to use Bellerophon at the Foxfield Gala weekend on July 29<sup>th</sup> and 30<sup>th</sup>. This cancellation allowed us to delay the boiler insurance examination until after the Foxfield Gala and this took place successfully on 22<sup>nd</sup> and 24<sup>th</sup> August. Mark Astley, the loco's Caretaker, has worked hard on the loco, travelling from Keighley to Foxfield (near Stoke on Trent) for the purpose. The Trust's thanks go to Mark for his continued care in caretaking the loco. We know that she has a sort of hold over all who work with her! As Mark is at the time of writing recovering from a bout of pneumonia we wish him well.

**Sir Berkeley:** The mini-Newsletter gave information of the special trip organised by the Middleton Railway on September 6<sup>th</sup> for VCT members. About fifteen members congregated there on a fine evening and were given a warm welcome by the Middleton folk. *Sir Berkeley* had been busy

during the day and some of our party had been around enjoying the trips. One surprise that awaited us was a cake decorated with a picture of *Sir Berkeley* iced on the top. The 6 pm special set off in fine style and even a run-past was included. Back at Moor Road Trevor did the honours with the cake knife and steaming mugs of tea and coffee were dispensed.

Some of the party rounded off the evening with dinner at what Ian Smith described as a nearby hotel. By his distance standards Kings Cross is a nearby station!

Thank you Middleton for your efforts, we wish you well with the locomotive and look forward to continued co-operation.

**Lord Mayor:** We do not write much about this little loco in our Newsletter as it stand patiently in the Museum entrance, yet of all our exhibits it is the most enjoyed by countless children of all ages who step onto the footplate and dream of becoming an engine driver!

June 10<sup>th</sup> and 11<sup>th</sup> was FEDECRAIL European Steam Weekend. FEDECRAIL represents in its membership the large majority of preserved railways across Europe and on those days members were asked to show their solidarity by flying on their locos the FEDECRAIL flag and the flag of their own country. The Union Jack and the FEDECRAIL flag were sent to Haaksbergen where it is hoped that they were seen on *Bellerophon* on that weekend. Meanwhile, *Lord Mayor* was given a bit of a wash and brush up and proudly wore the flags. The locomotive made a fine sight even if there wasn't any fire.

The other Summer activity was of course the VCT outing to the **Strawberry Train** on the Embsay & Bolton Abbey Railway. This was a great success. Our party packed into the two coaches owned and restored by Stephen Middleton and we were served with generous portions of English strawberries and lashings of cream whilst travelling to Bolton Abbey Station, where soft music and wine or cordials were dispensed as we chatted on the platform. The return journey was all too short and all declared it a "very good do". Thank you, Stephen: we look forward to further co-operation with you in the future. Those who were unable to join us, do sample one of these evenings next summer and we hope the weather will be as kind to you as it was to VCT.

## **Scammell Mechanical Horse and Trailer**

Cyril and Son (sounds a little like the title of another film) continue their work on the Scammell trailer. With wheels removed and turned upside down, it has confused visitors peering over the railings into the workshop for some months now. Many volunteers have taken up needle gun or paint brush to turn this unattractive lump of metal back into a gleaming black trailer frame. John Heaton's friend Alison, visiting us for the day, writes:

*"Now there's a way to treat a lady... It must have been in mid-August that my friend John Heaton idly asked if I fancied spending a day with him stripping paint at the Vintage Carriages Trust. Such a tempting offer come but rarely these days; how could a girl refuse? I hastily ironed my overalls and headed for Ingrow before he could change his mind. After some friendly guidance on the finer points of paint scraping, the object of attention that day was the Scammell trailer. Armed with assorted wire brushes and scrapers, cloths, Jenolite, primer and paint brushes, we set about eradicating every last remnant of old paint. For me, normally desk bound, it was fascinating work, and we applied ourselves to the task with energy and enthusiasm. However it was a warm day and the lure of the tea bag*

*overcame our work ethic on several occasions. During one such break in proceedings, a brief foray along the sidings revealed three different species of willow herb. Glad to see that VCT is doing its bit to preserve not only our railway carriages but our native flora as well! VCT staff I found a jolly bunch, Jim in the shop, Jackie and Michael and Chairman Trevor (newly arrived off holiday and still sporting a "Two Beers or not Two Beers" T-shirt). All in all, I found it a very satisfying day's work and I hope it won't be too long before the Mechanical Horse is reunited with its trailer. Good luck VCT in your restoration work, and if you ever need another pair of hands (or a crash course in willow herb identification) give me a call."*

Thanks Alison, both for the day's work and for the offer. You are welcome anytime; do come again and bring the wild flower books next time – there are some very strange looking plants around the back of the building. There were also some very nice blackberries this year which ended up in a Cope blackberry and apple pie (lovely with ice cream!).

Back to the Scammell (illustrated – we're not sure who is who of the hand-shunting team). Cyril is hopeful of getting the wheels back on to the trailer in the near future. The next task is the wooden planking of the platform which needs to be cut and fitted. Member John Downs has kindly offered to do this for us. The trailer can then be reunited on special occasions with its Horse. In between times it will have to be sheeted over and placed outside. Space is at a premium in the building and is needed for other projects to proceed.

Talking of space brings us to the thoughts we have on the future. The Trust is still seeking further secure undercover accommodation. We have most of the Commercial Estate Agents in the area helping in the search but with no results so far. Erecting a new building requires land and the acquisition of suitable land requires money.



## Museum

Many of our Members are also members of the Keighley & Worth Valley RPS and will be aware that the Railway has made a successful bid to the Heritage Lottery Fund for a grant towards rebuilding the Carriage & Wagon and Museum sheds at Oxenhope and the building of further "Dutch barn" accommodation for the regular running fleet of coaches. The Museum at Oxenhope over the years has accumulated a collection of small items of railway history (from bridgeplates to trespass plates to station notices to signal box names etc. etc. Where to store all this railwayana (for want of a better name) was a problem. VCT made the offer to look after, restore and display some of the material in the Museum at Ingrow. By good fortune John Stephenson (VCT railwayana buyer and expert in all things railway hardware) has just taken early retirement. He has set about the job of collecting together, in some cases restoring, and mounting for display a large amount of this material. We have spent a considerable amount of money in providing the boards to allow these items to be carefully and sympathetically displayed. We are also making great efforts to ensure that they are interpreted, so that those who are not as familiar as is John with these items will understand them better. Others have joined in when they have seen what a fine job John is doing, with the result that many of the enamel advertisements which had been out of sight in store at Oakworth Station are now on display at Ingrow.

Our thanks to John – and to his wife Susan, who holds the ladder and makes sure the boards are straight! Your efforts are transforming the Museum and so many of these objects are getting a new lease of life in the new display.

## A Reminder: Gift Aid

If you are a UK Tax payer, "Gift Aiding" your donations to the Trust will allow us to recover the tax you have already paid on your giving and so make every amount of money (however small) which you donate grow by some 28 pence in the pound. If you have not already signed a form, there should be one enclosed with this *Newsletter* – so please complete it and return it to VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

## L&NWR Society publications

The Sales Officer of the London & North Western Railway Society recently sent copies of two of that Society's publications for our consideration for sale. As our book sales are mostly second hand we could not place an order. However both books will be of interest to those who are interested in carriages and their history and construction. Text, diagrams and archive photographs combine to make interesting reading. These publications are:

"Selected LNWR Carriages (a detailed Commentary)", by Philip Millard. Premier Portfolio No. 7. £2.50.

"LNWR Great War Ambulance Trains", again by Philip Millard. Premier Portfolio No. 11. £6.75.

if interested, please contact Mary Ann Lowe, Sales Officer, LNWR Railway Society, 15 Park Road, Loughborough, Leicestershire LE11 2ED. Tel.: 01509 215565.

## AJECTA

The remaining Railtour for this year of our French twinned body AJECTA (Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois) takes place on **Sunday 22<sup>nd</sup> October** and is their now-traditional "Champagne Express", this time from Paris Est to Epernay, complete with lunch in a "cave de Champagne". Details of this (in French) are on their website, at [www.ajecta.org](http://www.ajecta.org) English and German-language versions of this seem promised, but haven't arrived yet! (There are also their English-language pages via the Heritage Railway Association website, on [www.ukhrrail/uel.ac.uk/ajecta/ajecta.html](http://www.ukhrrail/uel.ac.uk/ajecta/ajecta.html) but these are more than somewhat out of date.)

If any VCT member wishes to visit the Longueville Depot, we are sure you will be well received: but please first ring or fax to check that there will be someone present at the Depot.

AJECTA's address is PO Box No. 1, 77650 Longueville, France. Their telephone number is 00 33 1 64 08 60 62; and their fax number is 00 33 1 64 08 68 56. Alternatively for Railtour and other information contact the Provins Tourist Office on 00 33 1 64 60 26 26 (telephone) or 00 33 1 42 72 68 51 (fax).

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

## The "Usual Notices", and other items:

### VCT's new email service:

Members with email facilities are invited to visit the VCT website at [www.neotek.demon.co.uk/vct/](http://www.neotek.demon.co.uk/vct/) and sign up to our new email news service. The service is available to everyone, not just VCT members. We aim to send emails giving details of special events featuring our carriages and locomotives. So often things happen just after the *Newsletter* has gone to the printers! Our congratulations, and our thanks, go to Michael Walton for this new service.

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

Those taking 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.

### Jet "Big Smile" Scheme:

If you buy fuel from any "Jet" station, showing your VCT "Big Smile" card will automatically result in Messrs. Jet donating 1p per litre of petrol (or diesel) to the Trust. This is an easy way to make free donations to the Trust so if you ever use a Jet station ask for a card by ringing the Museum and leaving your name.

### 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:

Our Annual Membership is still held at the intentionally low figure of £4, or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above the annual figure are invited so to do! If you pay income tax or capital gains tax, please consider completing a Gift Aid form so that we can claim back the tax you have already paid on your donation, at no extra cost to you – we will send you the necessary form.

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.

### ... and a Reminder:

The dates of the next few **Working Weekends** are as follows – would you like to call in and join us for one (or more!) of these days, please? Jobs available to suit everyone!

<b>14<sup>th</sup>/15<sup>th</sup> October</b>	<b>11<sup>th</sup>/12<sup>th</sup> November</b>
<b>9<sup>th</sup>/10<sup>th</sup> December 2000</b>	<b>13<sup>th</sup>/14<sup>th</sup> January 2001</b>

Published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)

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Printed in England by Spot-On Print & Design, Keighley Business Centre, South Street, Keighley, West Yorkshire