

Vintage Carriages Trust

Members' Newsletter: August 2001

- ◆ "Opportunity 2001": bad news, good news!
- ◆ Our Annual General Meeting: 27th October 2001.
- ◆ A very active time on the carriage restoration front, including the (near!) external completion of Great Northern Railway No. 2856.
 - ◆ *Sir Berkeley*: the future.
 - ◆ *Bellerophon*: new livery for Foxfield's Gala.
 - ◆ "The Hours": our latest filming assignment.
 - ◆ ...and more! Read on!

Firstly, an apology to our long-suffering members for being so patient. This *Newsletter* is certainly very late. This is certainly not because the Trust has not been active. As you will read, we have been very busy on many projects. However we were hopeful of giving further news on "Opportunity 2001", which involved the possible acquisition of the John Haggas mill property immediately behind our Museum at Ingrow. The news we do have on this is unfortunately not good. A considerable number of VCT personnel and various advisers have visited the building with the agreement of, and often accompanied by, Haggas personnel. Two independent Valuer's surveys have taken place, both of which came to pretty much the same conclusion on the value of the property. Members have been very positive in their encouragement and support for the whole project. We have also gained a Yorkshire Museums Council grant to carry out a Feasibility Study of the whole project. Then the blow fell, as the representative from Messrs John Haggas intimated that they are not interested in selling the building. Exactly why this was not said earlier

we do not know. However a further letter to John Haggas plc elicited the response: "Thank you for your letter of 17 July 2001. We regret that the situation has not changed but thank you for your interest".

Sadly, we can only put the whole situation down to experience and move on.

We are still seeking suitable property or suitable sites in the area, and we have been told by the Museums Council that we can transfer the grant for a feasibility study to other sites or properties. We have therefore put the Haggas proposals to one side for the moment and have instructed our Architect, Philip Waddington, to put in hand a Feasibility Study to include in particular two local sites, either of which may represent the answer to our present needs.

In the meantime we can only thank our members for their continued support and encouragement and move on to the many positive and interesting projects which the Trust has been actively pursuing since March.

2001 Annual Meeting

Our 2001 Annual Meeting will be held at 2 pm at the Toby Beeches Hotel, Keighley, on Saturday 27th October. You will find the formal Notice of this Meeting, together with the Agenda, on the back page of this *Newsletter*. This gives also details of our customary lunch to be held immediately before this meeting.

Carriages

We will start with the carriages, where there has been a lot of activity. As you are probably aware each of our carriages has a Caretaker: Dave Johnson has taken on the unenviable task of bringing together reports from the Caretakers on activity (if any!) on their coach. The actual work on a coach is not carried out just by the Caretaker and we are fortunate in having a workforce made up of volunteers who are quite willing to work together on any project. We are also fortunate that we seem to be gradually gathering together a team of mid-week volunteers. John Stephenson, John Heaton and other long-standing midweek regulars have in recent months been joined by Robin Bannier, who is working on engineering challenges including that of Great Northern Railway gaslamps and footboards: Geoff Swales, whose skills as an electrician are helping VCT maintain its position as one of the safest outfits for miles around (or at least as far as Skipton?): and Bernard Norbury, a retired painter from Leeds, who is making a great contribution towards the authentic restoration of the Guard's compartment of the Met. Brake. It is very pleasing that they are adding their skills to those of the more long-standing people, all of whom are the backbone of a volunteer trust such as ours. We welcome any others who fancy joining the team: so, if this is of interest to you (weekdays, weekends, or both!), just ring 01535 680425, or just call in. We will be delighted to see you! Anyway, here's the carriage restoration update, as brought together by Dave Johnson:

Great Northern Railway No. 2856

Most of the Trust's efforts have been directed towards completing the external restoration of this carriage during the last two years, and this has been achieved on time and within budget.

Once the second bogie had been cleaned, overhauled, painted, and returned to its correct place under the carriage, work on the exterior of the body was commenced. This involved removing all of the lower teak panels, and some of the upper ones, and their replacement by new or recovered old panels. The new teak had been held in stock for nearly two years and had to be cut to size before fitting. Many lengths of semi-round beading had also to be machined as the old beading invariably snapped when removed due to brittleness and age. Brass pins were used to secure the panels to the body framing but the edges were left free to expand and contract, being held in place by the beading.

Most of the framing was in good condition but rot had eaten away the lower portions of some of the third class compartment end frames. These had to be cut back to sound timber and new sections spliced in. This area too was then repanelled. The roof access steps and handrail had been removed previously and were cleaned and repaired where necessary.

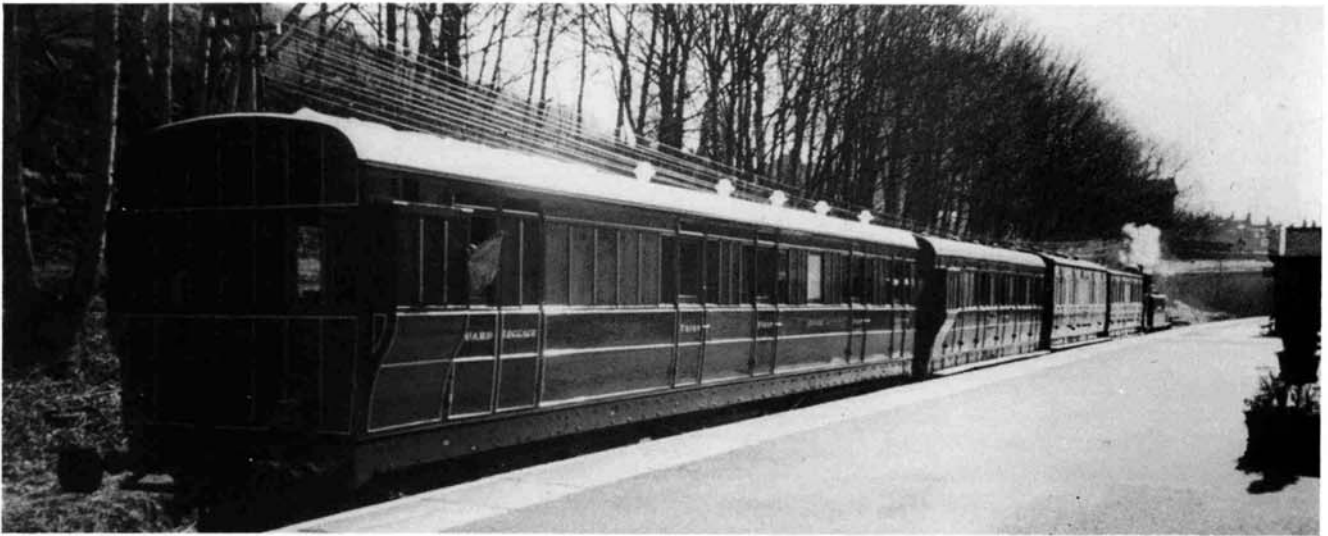
In order to ensure that the restoration was carried out as authentically as possible it was decided to use new canvas as the roof covering. This was sourced from Mitco (Andrew Mitchell & Co.). Also ordered ready for the roof covering exercise were several tins of bonding material and white paint. With the help of several volunteers the canvas was fitted and the first of many coats of white paint applied. New timber gutters were machined and fitted also.

Now commenced the long, slow process of rubbing down all the external timber panelling and beading, in preparation for the coach painter, Bob Timmins. The work was made easier by the use of electrical palm sanders for the panels but all the beading had to be rubbed down by hand. Also, all the nail

holes and timber defects etc. had to be filled and stopped using a good colour match of wood filler. Bob paid a visit to inspect the standard of finish being achieved and was satisfied. This work done, he then commenced the work of applying several coats of varnish and hand-lettering the compartment door class lettering and company ownership lettering. Although the intention throughout the restoration had been to restore the vehicle to early LNER condition, this decision was reconsidered at this point and it was decided to finish the exterior in original GNR condition. This is at variance with the axleboxes, which are slightly later and lettered LNER, but in every other respect, as far as we can ascertain, the external appearance of the carriage is as it was when built in 1898. Varnishing, lining out, lettering and logos are now all completed. Apart from lighting (see below), the only remaining exterior work to be finished is the provision of stepboards and brackets and the preliminaries for this work is now well in hand. The refixing of the end steps and handrails is now complete.

Gas piping, compartment (gas) lamps and other ancillary items such as gas valve operating gear and dimension plates have yet to be fitted. Thanks to Richard Gibbon, we have on loan from the NRM a correct-pattern Pope's gas-lamp, complete with all fittings, so we now have a pattern for replication.

This carriage has now been moved into the museum and looks absolutely superb, recalling those official GNR photographs taken in the summer of 1897. Restoration of the brake compartment is virtually complete, whilst research on compartment interiors continues. The extent and cost of compartment restoration is being assessed, and sources of funding investigated. This includes from the Heritage Lottery Fund's new "Your Heritage" programme to assist smaller projects. We are very pleased to report that our Pre-Application submission under this programme has now been approved, which allows us now to go ahead with a full Grant Application under the "Your Heritage" programme.



Filming for 'The Way We Live Now' produced this all-VCT train (except for the loco, TVR No. 85), seen at Ingrow in April of this year. Left to right: GNR No. 2856, ECJS No. 143, our Midland coach (in interesting livery), and the MS&L coach. *Photo: Jackie Cope*

Southern Railway 'Bulleid' No. S1469S

Slow but steady progress is being made by a small group of volunteers. The whole of the ceiling in the saloon being worked on has been rubbed down to remove unsatisfactory paintwork and is now ready for refinishing. Work has recently concentrated on fitting window frames and ventilators, and one side has been glazed.

This vehicle is currently in the Museum, whilst the First Class Met has taken its place "in the shops" for its bogie refurbishment. In its partly-restored state, it provides a graphic example to visitors of the amount of work needed to restore even a comparatively 'modern' vehicle like this.

First Class Metropolitan Carriage

Having successfully carried out our first bogie overhauls with GNR 2856 we realised how badly needed was this sort of work on our remaining carriages. As the First Class Met carriage was nearest to the workshop end of the Museum it was decided to lift one end and run the bogie into the workshop to make a start.

The bogies are considerably different in design to those under 2856. Whereas the GNR used pressed steel bogies those on the Met. are largely fabricated from plate and angle. An unusual feature is that one set of wheels is spoked, whilst the rest have the more conventional disc centres. This bogie has now been fully-refurbished and refitted. The second was recently removed and stripped down and the wheelsets have been sent away for tyre turning. The bogie frame is at present outside the Museum, awaiting the arrival of a professional grit blasting firm.

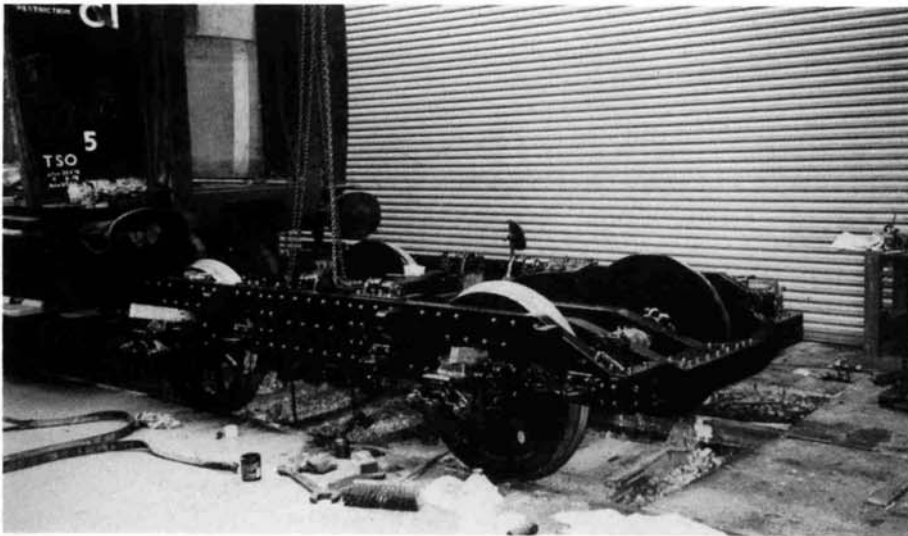
East Coast Joint Stock No. 143

The brake compartment of this vehicle has recently been repainted in the correct shades of light blue (ceiling), fawn (bodysides) and saddle brown (doors) in a similar 'Doncaster' style to GNR 2856. The fleet number now appears in the correct position on the bulkhead between the brake compartment and the first passenger compartment. Animal tethering-rings have been fitted in what we believe are the correct positions, but no interior photographs of these vehicles are known to exist. Mail-bag hooks will be fitted when we receive these from the blacksmith.

The exterior renovation of this vehicle has recently begun and the roof covering has been completely stripped off. This comprised two layers of (probably) original canvas, followed by two layers of tarpaulin which appear to have been stuck down with tar. This latter covering was probably a rough-and-ready weatherproofing exercise carried out in its 'Departmental' days. The roofboards now revealed are in excellent condition, with no rot or serious splitting. All ventilators have been removed, as these are a later type and incorrect for 143. We have seven of the correct type in stock, but need another three. If anybody knows where we can acquire some long-pattern Laycock 'Torpedoes' of the same type as those on GNR 2856, please let us know.

Metropolitan Brake Carriage

The brake compartment in this carriage has been rubbed down and primed ready for repainting in authentic Cerulean Blue – a striking colour, to say the least! Several repairs have also been carried out, including to the emergency equipment cupboard and the emergency ladder. Ceiling painting is now complete, with the top coat in Tyne & Wear



The first bogie of the First Class Met approaching final re-assembly. Note the disc and the spoked wheelsets. *Photo: Jackie Cope*

White (which is a good one to use to represent a white of this period – modern “brilliant whites” are completely wrong!). The ventilation covers have been cleaned, lacquered and replaced.

The floor has had its damaged woodwork replaced and skimmed with flooring compound to regain a level surface, especially in the worn area adjacent to the Guard’s doors. Two finishing coats of floor paint have been applied. Bodysides have all been undercoated, whilst top-coating of the bulkhead has started. The emergency ladder and equipment cupboard have been painted and stored until interior restoration is completed. Research continues regarding the guard’s exterior steps.

Compartment No. 4 has also received attention, including removal, cleaning and lacquering of the brass butterfly ventilation grilles.

Consideration is being given to the possibility of re-upholstering this vehicle in an authentic pattern of moquette. Research continues on this aspect and also on the type of compartment floorcovering.

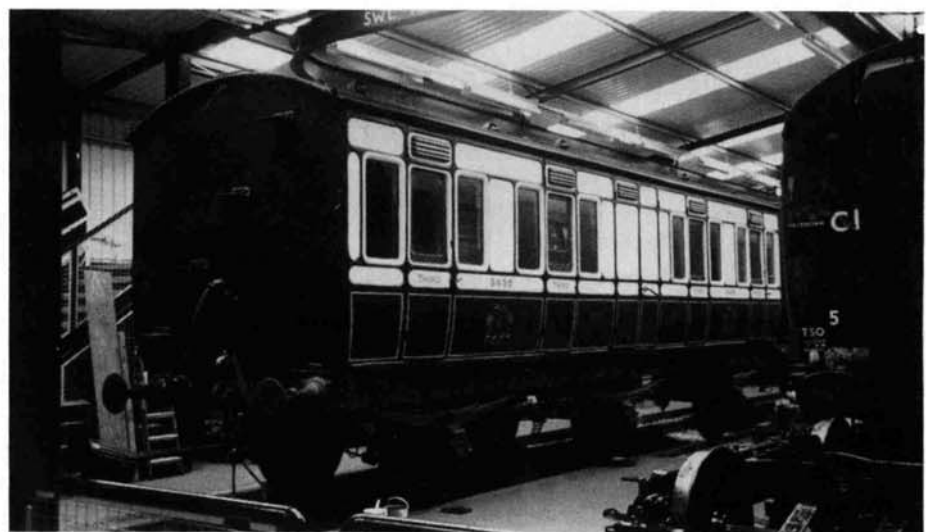
Midland Railway 6-wheel Carriage

The last *Newsletter* made a brief mention of our Midland coach – this is a rare mention since it was dramatically lifted from the Dock Road at Ingrow some years ago. It is safely stored in the workshop at the Museum

awaiting volunteers and above all money to bring it back to life as a Midland coach on a Midland branch line.

However, they say ‘every dog has its day’. The coach caught the eye of the Director of the film *The Way We Live Now* as he sought a rake of coaches for his railway scenes. Speedy preparations were made to make the running gear fit for action, and a great deal of internal tidying and cleaning took place. Then one morning two scene painters from the film company arrived. They were armed with brushes and cans of

interesting brown and cream paint plus gallons of undercoat. They stayed with us for a number of days retiring back each evening to their bed and breakfast at one of the very top hotels in Ilkley. A few days later, hey presto! – our Midland coach was no longer Midland red but it had become an interesting shade of brown and cream. This was supposed to echo the livery of the Manchester Sheffield & Lincolnshire coach. No doubt it does on the small screen; it certainly does not in the cold light of our workshop! The Vaseline-attached monograms sport the curling, swirling LNWR emblem. This transformation is proving a real puzzlement to the knowledgeable among our visitors who can glimpse the coach as they pass our Museum workshop.



Our Midland carriage, seen in its “MS&L/LNWR” filming guise. We provided footboards for its filming use – but only on the other side! *Photo: Michael Cope*

The sight of the rake in action on the filming days was well worth the effort (as shown on the first of our photos), as of course was the very useful income derived from this and from other filming assignments. Watch out for the railway scenes when the series appears on BBC TV. Hopefully some day quite soon we will be able to find the money to return this interesting and very locally-relevant coach to its correct appearance and have the opportunity to see it in action as a passenger-carrying vehicle on the Worth Valley Railway.

Nine-Compartment Metropolitan

The nine-compartment Metropolitan Railway carriage remains in the Museum under regular "care and maintenance", resting between film and Vintage Train assignments. With the Metropolitan Brake coach it becomes

part of the "Annie and Clarabel" duo and will appear as such for the next of the Worth Valley Railway's "Thomas the Tank Engine" weekends, on September 22nd and 23rd.

'South Eastern & Chatham' Railway carriage No. 3554

A change of Caretaker for this vehicle (the previous Caretaker being also the Project Manager for 2856, which meant that very little was done to 3554) has resulted in some detail improvements being made, and others planned.

As described below, this carriage has recently had its filming moment of glory: but otherwise it remains in the Museum on show, and will be available this year for occasional, controlled use on the KWVR.

Locomotives

Here again it has not been a time of rest and reflection. Both our working locos have been very busy. We may have members who have taken advantage of our locos Sir Berkeley and Bellerophon being based at Middleton Railway and Foxfield Railway respectively to visit these locations and see the locos in action. Remember that VCT members are welcomed free at any locations where VCT stock is visiting.

Sir Berkeley

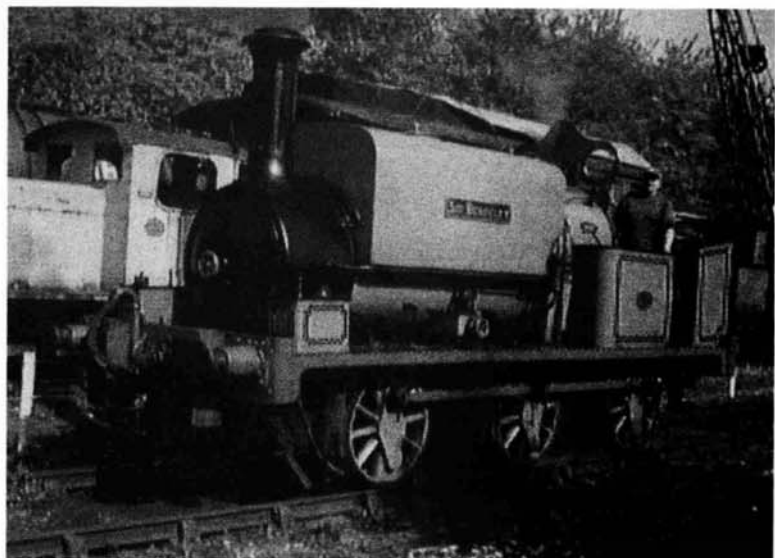
Ian Smith writes from the Middleton Railway:

"This locomotive, which has performed well for many years, is now having a very well-earned rest following expiry of the boiler certificate in July.

Hopes that we might be able to see "Sir B" alongside *Matthew Murray*, the only other surviving Manning Wardle Class L in the UK, have been beaten by time – the latter engine is still not quite ready for action. However, once "Sir B" has been overhauled, the mouth-watering prospect of seeing two vintage Mannings in steam is still very much in the offing. Which brings me to the main point of this missive.

Overhauling "Sir B" is NOT going to be cheap, so we need folks to think of ways of generating the necessary cash to allow the overhaul to begin! Once Manchester Ship Canal loco No. 67 has been completed, it is likely that "Sir B" will be moved inside the Middleton Railway Trust workshop for the overhaul to commence. The first stage will be the removal of the boiler for assessment as to its condition. This is likely to be done at Israel Newton's at Bradford, where the KWVR's 'Jinty' was done, as

well as where *Matthew Murray*'s boiler was built. Once the boiler has been assessed, repairs can begin, provided the money is forthcoming. The chassis will be dealt with at Moor Road and this is likely to involve renewal of the suspect connecting rods and perhaps even new tyres – again not cheap. So, I'm hoping the VCT Committee will be



Sir Berkeley at Middleton on one of the final steamings before the Boiler Certificate expired. Photo: Chris Nicholson

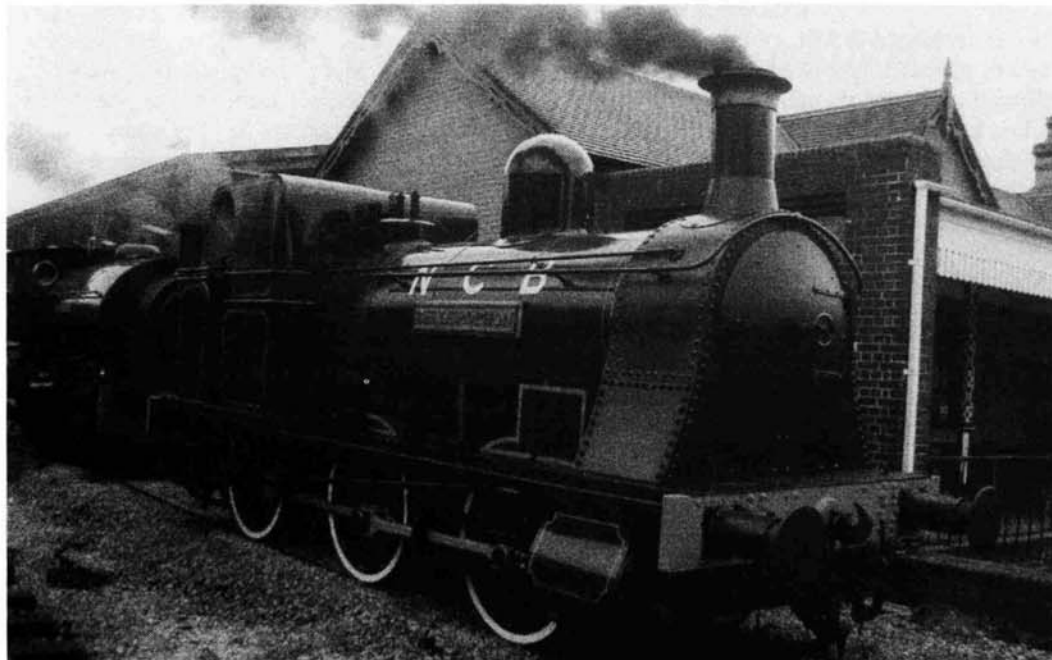
launching another appeal to fund this little lot!! Once the overhaul has been completed, VCT will have an engine which we can not only be proud of, but which will also be good for many years more service. On behalf of Middleton, I should like to publicly record the thanks of MRT for the loan of "Sir B" over the last few years. It has been a pleasure to see the little engine at work in the town where he was built over a hundred years ago and I hope VCT members gained as much enjoyment from being able to see the loco as we did in operating him!"

Bellerophon

Perhaps here we have left nearly to the last the most startling news of our Collection – certainly as far as colour changes are concerned! As you will know, the loco is at present based on the Foxfield Railway. We are very pleased that it is based on a Railway which not only understands industrial locomotives but also can use and interpret them so well. We do congratulate Foxfield on achieving a Heritage Lottery Fund grant of £446,500 to restore Foxfield Colliery and to return trains to the site.

Mark Astley as Caretaker of *Bellerophon* has been visiting Foxfield as regularly as his work and family commitments allow. Often accompanied by his son Jason and fellow VCT working member Nick Garthwaite and sometimes his son James. They are working closely with the Foxfield team, particularly with Mark Tweedy.

There has been debate on the possible sprucing-up of *Bellerophon*, whose paintwork and livery were beginning to show that it is fifteen years since they were completed. Considerable debate has ensued on the various colour options and in the end National Coal Board green with red lining was selected. VCT entered into an agreement with Mark Tweedy and Foxfield Railway that they would complete the job in time for their Gala in late July, which has always been a highlight of the industrial steam calendar. It was a tight time-scale but it was managed and the loco appeared at the Gala in fully authentic ex-Colliery condition, circa 1960. The green livery is complemented by red lining and the legend 'NCB' positioned in large letters along the boiler cladding sheet. Mark Astley reminds us that *Bellerophon* is now two thirds of the way through its ten year boiler ticket, which expires in May 2004. The locomotive could not have waited until then for a re-paint. We are keen to generate funds to cover the cost of the overhaul and photo charter assignments are one way of doing this. We are hopeful of a charter in the near future and hope that this rejuvenation will bring the old loco back into the limelight which it has always enjoyed! *Bellerophon* will be having his annual boiler inspection at the end of August. We hope this goes well and in the next edition of the *Newsletter* will report both on this and on reactions to the colour. Unfortunately we cannot show *Bellerophon* in its new colour but do keep a look out in the railway press for photos from the Foxfield Gala, or even better visit Foxfield and judge for yourself.



Bellerophon resplendent in his new coat of NCB green, as seen at Foxfield's Gala, July 2001. Photo: Mark Astley

We close news of our Collection with the Scammell Mechanical Horse:

Scammell Mechanical Horse and Trailer

After many years of very slow progress a concentrated effort was made to complete the restoration of these exhibits, spearheaded by a change of caretaker and by volunteer effort by a member with the requisite motor mechanic skills. This has resulted in a rebuilt engine, a full overhaul of the operating gear, and rewired electrical systems. Another member carried out a full and very high quality repaint of the vehicle. Unfortunately, at one of its first public outings an engine core plug corroded through and this resulted in some further repair work but the vehicle is now again in full working order.

With the first of the restored bogies back under GNR 2856 space became available in the workshop for the trailer which was stripped down, needle gun cleaned and repainted, with the drawgear being overhauled before refitting. New hardwood planks for the platform were bought and fitted and the whole repainted. Repainting has been carried out using Tate and Lyle blue, together with transfers showing Tate and Lyle's ownership, as the both the tractor unit and trailer are on loan to us from them.

Minor items, which remain to be carried out, include completion of the carburettor overhaul and the trailer electrics.



More VCT filming: 'The Hours'

Trustee Paul Holroyd has once more been off on his travels to a filming location and gives us a glimpse of his visit to see our "Chatham" coach No. 3554 in its latest "starring" role as one of the carriages in "The Hours". The film is an adaptation of the Pulitzer Prize-winning novel by Michael Cunningham, and tells the story of three different people: a day in 1923 in the life of author Virginia Woolf; Laura Brown in 1949 Los Angeles (played by Julianne Moore); and Clarissa Vaughan in present day New York (played by Meryl Streep).

Here is part of Paul's diary of his four days on the set on the Great Central Railway. You will see that there are only two very brief shots of our Chatham. The whole scene - including the dialogue - only lasts for approximately five minutes, but took three solid days to film!

Monday June 11th

04.24 am. Caught the train from Wickford and eventually arrived at Loughborough where I met representatives of the Great Central and the Isle of Wight Railways. Eventually at Quorn I found the VCT's carriage and the three Isle of Wight Steam Railway carriages all of which had been offloaded from the road trailers. This was where things started to get interesting. The GCR's Mark 1 set had been vacuum braked. VCT's "Chatham" brake third no 3554 is vacuum braked. The three Isle of Wight carriages are air braked, and the Chatham was in the middle of the three air braked IoW carriages. A few shunting moves later saw the class 25 at the Loughborough end, followed by IoW carriages no 4145 (SECR Birdcage brake composite built 1911), 6349 (LBSCR composite built 1924), 2416 (LBSCR brake third built 1916), with VCT's Chatham bringing up the Leicester North end. The class 25 was dual braked so the air brakes were connected on the three IoW carriages before we returned to Loughborough.

2 pm. I joined a driver experience rake for a trip to Leicester North.

2.55 pm. Departure back to Loughborough. I also looked at the false water tower built by the film company to hide some new houses!

5 pm. The filming rake is shunted into Platform 2 by a class 08 diesel.

Tuesday June 12th

7.30 am. I make my way to the station just as a vintage Unic taxi, LF 5795, is being delivered on the back of a trailer.

8.10 am. A bullnose Morris Cowley, BT 7638, turns up. Some of the Isle of Wight carriages are being "dulled down" with a mixture of wax and chalk. The GCR's museum is about to be disguised as a "telegraph office". Facsimile reprints of various newspapers are in the booking office, ready to be given to the extras, and the placards on the GCR news-stand are being changed to 1920s headlines.

8.25 am. The loco - GCR No. 63601 - buffers up to the stock.

10 am. The stock is propelled out of the station and I am introduced by the film company's publicity person to the Head of Security. Because of the leading actress, security is going to be even tighter than usual and it turns out to be needed.

10.25 am. I unlock the carriages and then we are about to get round to some filming. Virtually the whole three days will be taken up filming scene 84 – only about five minutes long but one of the main dramatic scenes in the film.

11 am. The special effects people use smoke canisters to create artificial steam by the Chatham, which is at the rear of the train. We are about to film some of the extras getting out of the Chatham and the last three compartments of IoW carriage No. 2416.

11.10 am. A rehearsal.

11.27 am. Scene 84 is filmed, slate 680 for the first time. Every time the camera positions are changed the “slate number” changes. For some of the slates, the film company will be using two cameras simultaneously.

11.30 am. Paparazzi are discovered on an adjacent roof, attempting to take unauthorised photos of our film’s star, Nicole Kidman. Later we will find more photographers hiding in trees and bushes. After four takes, the loco is uncoupled and goes back to the shed area. We then film scenes on platform one, without any stock. Five takes are made of slate 681.

1.22 pm. Six takes are made of slate 682 and then a young lady from the Art Department sees my name badge and exclaims “ Paul Holroyd of Vintage Carriages Trust – you did *Possession* didn’t you? I was the Assistant to the Art Director on that film!” The props people are busy removing the authentic “Gentlemen” sign, to be replaced by one which says “Gents” – only for the original to be reinstated when the railway buffs point out that “Gents” is a 1970s – not 1920s – term!

2.15 pm. Lunch is declared and I go back to the Unit Base. After lunch I meet the Co-Producer as well as the Production Assistant who arranged various details with VCT.

3.55 pm. Two takes of slate 683 with the other main character who is played by Stephen Dillane (currently on BBC 1 in *The Cazalets*). After slate 684, there are six takes of slate 685, before the loco and signalbox staff are told at 6.30 pm that they are no longer required until tomorrow.

7.15 pm. We wrap up filming for today. I collect my call sheet containing tomorrow’s instructions.

Wednesday June 13th

7.30 am. I check over the Chatham (no hidden paparazzi) before having breakfast in LYF 317 D, an Alexander-bodied Leyland Atlantean double-decker.

7.55 am. Back at the Station where the loco is now next to the Chatham.

8.30am. The film crew are busy disguising the loco as No. 360, blanking out the 41F shedplate.

8.40 am. Rehearsals start, with the extras being told which carriages to board. The second take has an unexpected actor in the shape of G.C., the station cat!

8.55 am. Nicole Kidman arrives, ushered in the back way by security staff.

11.23 am. The stock is drawn forwards slightly and after a further couple of takes: at

12.10 pm the Great Central’s Travelling Post Office rake, which is acting as a screen against the outside world, is split and drawn forwards by two carriage lengths so that the film crew can build a temporary wooden stage for the camera crew between the two halves of the TPO rake.

12.30 pm. A request to alter the time on the clock by one minute.

12.50 pm. We break for lunch.

2.05 pm. Nicole Kidman is ushered back on set before another five takes.

4.25 pm. Slate 697 take 1 – using both cameras. Six takes are made. Then it’s 15 takes of slate 698, and a few of slate 699 before wrapping things up at 7.30 pm.

Thursday June 14th

6.45 am. My usual security check of the Chatham before having breakfast.

7.40 am. The carriages have been shunted out of the platform, arriving on Platform One at 8 am. The loco is next to our Chatham at the Leicester end. I chat to several of the extras.

08.23 am. I remove the sole remaining overhead electrification sticker from our coach. At 8.31 am there is a rehearsal. The loco is now showing its full 5-digit BR number. I ask the Art Director if he wants to change it to a 3-digit number but he says no. Camera B is looking towards the loco shed and Camera A is looking towards Quorn and Leicester North. Camera B films the loco as it heads towards the platform and camera A films the extras getting on and off the carriages. Smoke canisters are used for additional effect as the loco heads towards the platform.

9.55 am. We’ve got four takes of slate 700 in the can. Now it’s time for slate 701 – also using both cameras – with Nicole Kidman getting up from her seat and walking past the carriages.

10.35 am. The loco and its train reverse back to the shed again. I notice that one of the carriage doors has not been shut properly and relay the message back to the guard via some GCR volunteers. Time for a coffee and a quick chat with Martyn Ashworth who confirms that the door has been closed properly.

11.20 am. It is rehearsal time again, before 8 takes of slate 703.

12.26 pm. The film unit nurse is called upon to attend to a knife cut back at the unit base. I have a brief chat with one of the Producers while Nicole Kidman gets herself a drink. Then it’s two takes of slate 704. The Director and Producers

watch a playback and decide that in order to save time they will eat lunch on the set, rather than back at the unit base. I head off to base for lunch.

1.42 pm. I discover IoW carriage No. 4145 is right at the Leicester end of the platform. The director is watching another playback and the crew's take-away lunches are being handed out.

1.58 pm. Another rehearsal and then it is six takes of slate 706. 2.32 pm sees another rehearsal and then it's six takes of slate 707.

2.54 pm. Another rehearsal and then we have a couple of takes of slate 708.

3.14 pm. Nicole Kidman's mike is not working properly. Five takes are made of slate 709 – two of which have aircraft noise – before at

3.55 pm we receive the word that the loco and carriages will not be required anymore. As I leave the station, preparations are under way to film scene 79, where Nicole Kidman buys her train ticket, before venturing on to the platform.

From the above, you will see that there are only two very brief shots of our Chatham. The whole scene - including the dialogue - only lasts for approximately five minutes, but has taken three solid days to film.

VCT "Family" News

- ◆ We are very pleased to give news of the birth of Anna Malindi, born 31st July, a daughter for our Vice Chairman Paul Kirkup and his wife Helen.
- ◆ Paul Holroyd one of the VCT hard-working Trustees and filming aficionado – has decided that he and Monica with young Graham and even younger Katy have had enough of the London "rat-race" and have moved up to Keighley. They moved on a lovely sunny day at the end of July. They were soon made aware that the weather in Keighley is not always like that, but at least we have no shortage of fresh air.
- ◆ Meantime, our Membership Secretary Bob Stevenson and his wife Gail have moved from Keighley to Keswick. We wish them well in their new home. They both continue to help Hugh Beck in the magazine room and will continue as occasional volunteers in the Museum Shop and at Keighley.
- ◆ We hope to welcome Malcolm Clark as our new Membership Secretary in the very near future.

Sales: Keighley Shop, and the Museum

The busy programme of restoration and other activities would be impossible to sustain without the sterling work of volunteers at the desk at the Museum and at Keighley Shop. Hugh Beck and his team at Keighley and Bob Stott and those who help with the Shop and Visitor admissions are all working hard to help keep going the very reassuring continued upward trend in Shop trading figures and Visitor admissions.

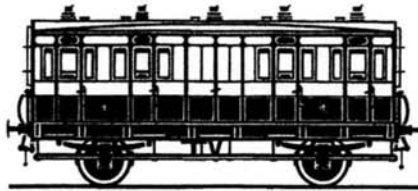
Hugh, Bob and Gail Stephenson and on occasion others including Brian Mennie continue to regularly sort magazines, which represent an important part of our sales. Keep the magazines coming in, please!

A special plea: BOOKS. Please remember the Trust the next time you have to slim or otherwise sort out your railway book shelves. We do seem to obtain (and sell!) a steady stream of interesting hardware: the magazine sales are buoyant: but we do desperately also need BOOKS! So: if you can help – now's the time!

Talking of sales: the Railway Heritage Register Carriage Survey Database CD-ROM is available from our Museum Shop, price £20 (plus 60p p&p if you are ordering by post – cheque, Visa and MasterCard payments accepted). Also available (and selling very well) is the latest Worth Valley Railway video, Cinerail's "The Worth Valley Video", at the price of £12.95. again, an extra 60p towards p&p if ordering by post – please write to the Trust at the Haworth Station address (see very end of this *Newsletter*).



An important part of "Ingrow Shop Desk Duties" is welcoming our visitors! Here, a school party has found the delights of *Lord Mayor's* footplate.



Happy Birthday, No. 176!

Vintage Carriages Trust's 'Flagship' has for many years been our Manchester, Sheffield & Lincolnshire Railway 4-wheeled tricomposite carriage No. 176, built in 1976. All VCT literature prominently features this coach (as seen in the logo, above; also below right with Trust Member and former Worth Valley Railway President Ralph Povey and two who wish to remain anonymous, helping celebrate 125 years of the Worth Valley Railway, back in 1992). It is therefore appropriate for our Chairman to remind us that this carriage celebrates its 125th Birthday this year.

Built in Dukinfield (near Stockport), this carriage originally carried MS&L varnished livery. With the MS&L evolving into the Great Central Railway in 1897 it then carried the GCR painted livery to which it is now restored. Following withdrawal from passenger service, it was converted to a Stores Van in 1910 and finally ended its "main line railways" career at Retford in 1961.

Tony Cox purchased the carriage from Retford and moved it to Ranskill. Later it was moved *by rail* to Keighley – a move which certainly would not be possible in today's climate! Very soon after this, Captain Smith's J52 locomotive moved this carriage together with the then privately-owned 'Chatham' coach from Keighley to Haworth, as one of the earliest such Stock moves on the Worth valley Railway.

With the MS&L now under the VCT umbrella, the Trust began the slow progress of restoration. This was a long and chequered progress, featuring as it did sojourns at a firm of Shopfitters in Bradford and at the Carriage Works at Carnforth, as well as much work carried out with the Railway's Carriage & Wagon Department and everyone else then working at Oxenhope. Full restoration was eventually achieved in the mid 1980s and was much applauded. The carriage was a joint winner of the (then) Association of Independent Railways & Preservation Societies Coach Competition. Over the years the carriage has seen very restricted use in the public eye, including at the launch of the replica 'Planet' locomotive at the (then) Manchester Museum of Science and Industry, and with other VCT carriages to help celebrate the 150th Anniversary of the railway arriving at Keighley in 1997.

The carriage can claim to be a major player on television and the cinema screen with at least eight such appearances. The latest was in the filming of "The Way We Live Now", when (as you will have read above) it was joined by a "near lookalike" in the shape of our Midland coach, repainted for the purpose – and with both temporarily labelled as LNWR carriages!

The Trust is very proud of this coach. Nevertheless, over what are now many years of our "Museum" activity our overall thinking and our overall approach has changed – so there are aspects of the restoration which we wouldn't have done quite that way if we were setting of to do the same thing today. However, hindsight is a wonderful thing: and we *do* remain very proud of this coach! So: Happy 125th Birthday, Number 176!



Dates for your Diary

We hold regular **Working Weekends**, the next two being 8th & 9th September and 13th & 14th October – from about 11 am each day.

We also hold **Working Evenings** on the **First and Third Wednesday** evening of each month, from about 6.30 pm onwards. You are invited to join us for any of these: you will be made very welcome! There are jobs of all sorts, not only in the Workshop. Let us know your interests and we will try to find you a niche.

In this the 50th year of Railway Preservation, the **Heritage Railway Association's Autumn Weekend meeting** will be based at Tywyn. This will be on the 14th & 15th of September and will be in conjunction with the Talylyn Railway's 50th Anniversary celebrations. The final date for booking is Monday 3rd September.

HRA's next **midweek meeting** will be held at the Alex Suite, Crewe Alexandria Football Club, on Wednesday 21st November. After that, the **HRA Annual Meeting Weekend**

take place over the weekend of February 1st/3rd. This will be based in Norwich and will include a Sunday visit to the North Norfolk Railway.

"Slow Train Coming" is an International Conference marking 50 years of railway preservation, to be held at the National Railway Museum from Thursday 20th to Sunday 23rd September. This is organised by the Institute

AJECTA

AJECTA is our French twinned body, the Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois.

What for reasons associated with locomotive maintenance is their first railtour of the year should run on Sunday 16th September. This is a steam train between Paris and their Longueville Depot in conjunction with their customary Depot Opening as part of the French national "Open Doors Day" events. The day's events include also a steam shuttle service between Longueville and Provins.

AJECTA's main tour for 2001 is their well-established "Champagne Express" from Paris to Epernay on either Sunday 14th or Sunday 21st October. As ever, this will be complete with lunch in a "cave de Champagne".

Information about this and other AJECTA activities

Other Notices

VCT addresses and phone numbers

Website: www.neotek.demon.co.uk/vct/

Email: vct@mwdjcope.demon.co.uk

Correspondence address: c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

Museum Telephone/Answerphone: 01535 680425. (This phone is also linked internally with Keighley Shop, which is of course only open at weekends). Fax 01535 610796

Jet "Big Smile" Scheme

If you buy fuel from any "Jet" station, showing your VCT "Big Smile" card will automatically result in a donation to the Trust of 1p per litre of petrol or diesel. 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 and address. This scheme is proving well worthwhile to the Trust: at the time of writing, there's a further payment awaiting our collection - this time of £54.23!

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.

of Railway Studies of the University of York in conjunction with the National Railway Museum and the Heritage Railway Association. Registration is £55 until 24th August, £75 thereafter. This does not include the Conference Dinner, or accommodation.

If possible, please contact the various organisers direct. Otherwise please write for further information to VCT at the Haworth Station address (see very end of this *Newsletter*).

should be available via their website, www.ajecta.org This is in French: English and German-language versions of this seem promised, but haven't arrived yet!

If any VCT member wishes to visit the Longueville Depot, we are sure you will be well received: but please first ring or fax AJECTA to check that there will be someone present at the Depot. Longueville is at the outer limit of the Suburban service from Paris Est.

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.

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. Your support in this way is much appreciated!

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 (for everyone); or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above their Memberships are invited to do so! 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, so increasing its worth to the Trust by almost 30% - at no extra cost to you! Please let us know if you would like to do this so that we can send you the necessary form. Those wishing to join the Trust as Members are invited to contact VCT at the usual address (see below).

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Owners of the Museum of Rail Travel, Ingrow Railway Centre, Keighley

Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ

Museum telephone 01535 680425; fax 01535 610796. Hon Secretary telephone/daytime fax 01535 646472.

Website: www.neotek.demon.co.uk/vct/ Email: vct@mwdjcope.demon.co.uk

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Vintage Carriages Trust

Annual General Meeting (and informal lunch): Saturday 27th October 2001

For our AGM and our now-customary informal lunch preceding this Meeting, we will (with the exception of a change of location for the meeting itself) 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 in the Conference Room of this Hotel at 2 pm. (Please note the change of location from last year!)

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 Paul Holroyd (01535 604199) know; before 12th 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.

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 2001 will be held on Saturday 27th October 2000 at 2 pm at the Toby Beeches Hotel, Bradford Road, Keighley.

This Annual Meeting will be preceded by an informal lunch to be held at the Toby Beeches Hotel, 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 28th October 2000 and as previously circulated.
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 31st March 2001.
5. Treasurer's Report, to include consideration and if thought appropriate Adoption of the Annual Accounts for the year ending 31st March 2001.
6. Reports of the following:
 - a) Membership Secretary
 - b) Shop Managers
 - c) Curator
 - d) Curatorial Adviser
 - e) Coaches
 - f) Locomotives.
7. Committee proposal to create position(s) of Patron(s).
8. 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
9. Subject to 7) above: election of Patron(s)
10. Appointment of Auditors.
11. 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, D Carr and M Holmes; Trustee, Mr C G Smyth. All the above are eligible for re-election. The other two Trustees are Mr P Walton and Mr P Holroyd. Mr Walton's period of office expires at the 2002 Annual Meeting, and that of Mr Holroyd at the 2003 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 20th 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: Charity Registered in England No. 510776

10th August 2001

Members may like to note that the K&WVRPS Annual Meeting is also to be held in the evening of the 27th October.