



Vintage Carriages Trust

Members' Newsletter: December 2005

At the conclusion of this our 40th Anniversary year we wish all Members a very Happy Christmas and a good New Year

First things first:

It's Subscription time again! Our grateful thanks go to all members for their interest and generosity, without this your Trust would not be able to function. It was agreed at this year's Annual Meeting to hold the subscription at the present very low level of £5 per year for the next twelve months. This will certainly be reviewed by the next Annual Meeting – so perhaps now is the time to consider investing in Life Membership at the current rate of £150? If you don't pay by Standing Order or are a Life or Honorary Member, please seek out the renewal notice which our Subscription Secretary Malcolm Clark has inserted into this *Newsletter*. Payment can be by cheque, credit card (on the form or by phone to the Museum, 01535 680425) or in person at the Museum (open every day except Christmas Day). As always if you think we have got it wrong (would you believe, we do sometimes!) please let us know and we will do our best to sort things out. We would also ask that you consider making a donation to one of our ongoing projects which are listed on the renewal form. In this way you can very usefully help this work to continue! Also, we thank those members who pay by Standing Order or who have taken the step of becoming Life Members for your support and for the interest you show in all our projects. Please consider the letter from Malcolm, to be found with this *Newsletter*, in which he highlights the projects that are most in need of your support. Again, you can make a very real difference to our ability to continue with our restoration activities.

So: how is the Trust progressing?

Our 40th Anniversary year was again an interesting and very full one, which if nothing else demonstrates that we have achieved maturity and are well and truly "established". There have not been any great building expansion projects (partly due to the fact that at the moment there is no room for expansion). It has been a year of consolidation and looking to the ways the Trust should move forward in the light of our formally-stated aim:

"The overall aim of the Trust is to provide a framework in which the assembling and preservation of a varied, meaningful and interesting collection of railway vehicles and railway related items can be carried out – in the main, these are associated with passenger travel. This includes also to interpret and display these items through controlled use and static display for the enjoyment and education of all. The Collection should include a representative sample (where possible) of carriage building practises within Great Britain. The Trust's activities also provide an interesting and meaningful hobby for the volunteers who make up the working Membership of the Trust."

So, what has happened to further these lofty aims since last September's *Newsletter*? Well just for a change we will start with the three locomotives in our charge. It is very unusual to be able to write of all three: so, here goes:

Our Manning Wardle locomotive *Sir Berkeley* comes first as it is the subject of a Heritage Lottery Fund grant and as such it is important we keep to the timetable and finish the job on time. The locomotive is of course based at the Middleton Railway and the actual work is in the hands of Middleton's volunteers. We are pleased that they are finding time for these tasks as they watch their own Lottery-funded building project rise before their eyes.

Ian Smith from Middleton (and also a regular VCT volunteer) and Steve Roberts sent these reports:

Firstly, Ian ponders on one of the certainties of railway preservation:

"No matter how "simple" a task appears to be when you begin, it never ends up being as simple as it first seemed! Such is the case with our little Manning Wardle. As with our coaching fleet, it really is quite amazing just how many bits and pieces actually go into making a steam locomotive work – and when everything has been stripped down, there comes a time when each individual item has to be cleaned, painted and then reassembled! This is the major job now being undertaken at Moor Road, by many of the "Wednesday gang" of retired members who are now learning much about steam locomotive technology!! The frames are more or less completely primed and are ready for the next coat. The axleboxes have been found to need very little work and

indeed one set have been left temporarily back “in situ” as it’s the best place to store them until the wheels are sorted.

Work is about to start on the saddletank, which involves not only repainting, but also replacing the handrails to complete the restoration started at Ingrow many years ago.

The old boiler is currently residing at the far end of the Moor Road site, but isn’t quite “out of sight, out of mind”. It is earmarked for exhibition in Middleton’s new Resource Centre and plans are now being formulated as to exactly how this is to be achieved. The basic idea is that it will be mounted on a frame above the wheels and motion surviving from another Manning, *Newcastle* – the latter being the oldest such loco in the UK, having been built in 1868.

Hopefully, by the time of the next *Newsletter*, I should be able to report further progress on this exhibit, plus more progress on *Sir Berkeley* himself!”

As you might expect Steve is focussed on the boiler and related other engineering aspects. He writes:

“The new boiler continues to progress apace at the works of Israel Newton. Since the last report, the boiler barrel has been fully riveted on to the outer firebox throatplate and the front tubeplate has been made, as has the firebox. Rough forgings for the foundation ring and the girder stays have been produced and, once these are fully fettled, final assembly of the major components can

Next we look at **Lord Mayor**. Yes, our little loco has had his eight days of fame. As reported in the last *Newsletter* he was expecting to go a jolly jaunt to the National Railway Museum. The event marked 100 years since Edith Nesbit’s famous story of the “Railway Children” was serialised in “The London Magazine”. During the half term week in October members of the Nesbit Society had a presence at the NRM and screenings of the film took place elsewhere in the building. Short cameos from the story were enacted in

commence. Delivery is confidently expected by March 2006. Tenders have been issued for re-tyring the wheelsets but procuring a satisfactory tender is proving to be very difficult. It is expected that an order will have to be placed within the next week to ensure completion of the locomotive by the grant expiry date. On the locomotive frames, steady but unspectacular progress has been made on cleaning down, de-scaling and priming of the various parts. The axleboxes have all been repaired as necessary and test fitted (a short sentence covering many hours of work!). Two new slide valves are required and a pattern has been made for these. Prices are being obtained for castings. A drawing has been prepared for the new regulator housing and this is presently being manufactured. Progress on painting and overhaul will be maintained to enable the locomotive to be re-wheeled immediately that the wheelsets have been re-tyred. This should coincide with the delivery of the new boiler in March 2006.”

There is a great deal of work to do yet, but good progress is being made and the finances are generally under control. The only unpleasant surprise thus far has been the tender received for the new tyres, which is for almost twice as much as budgeted. This does not help (but does not derail) our finances: sadly, another reason why your continued financial support would be very much appreciated!

the Interactive Learning Centre and *Lord Mayor* and Chris Lawson’s North Eastern Railway saloon (the “Old Gentleman’s saloon” in the film) were positioned outside, to allow visitors to enter the saloon and talk to the “Old Gentleman” and to visit *Lord Mayor*’s footplate. The NRM allowed us to set out a stall selling railway books and videos. Our thanks to all those Members who volunteered to give a day (or more) to help look after the stall, also to Mark Astley for his help in getting this particular show on the road and for seeing

the loco back home again. Loaning things to the NRM is easy enough on paper but bridge heights and access make for complications at the York end. Fortunately our little locomotive was small enough to fit under Leeman Road bridge. The display requirements at York meant that *Lord Mayor* had to be turned before departure from the Worth Valley. The sight of *Lord Mayor* on the Keighley turntable makes for a very rare photographic opportunity – as seen in the photo, Worth Valley Railway Company Secretary Ken Cook had little difficulty in turning our locomotive.



Dave Carr, having with others spent many loving hours sprucing up, cleaning and painting the locomotive sets out the story: so, "are you sitting comfortably?"

Lord Mayor Goes to the Big Railway

One day, Lord Mayor had just woken up after a comfortable night in the Museum of Rail Travel, as Bob Wetherspoon, the Thin Shop Manager, opened the roller shutters before enjoying another day selling books, magazines and railwayana at competitive prices.

Lord Mayor could see his special friend Skooter the Skoda coming down the Yard.

"Wake up, Lord Mayor!" tooted Skooter, "I'm bringing Sir Michael, the Copetroller to see you!"

"I wonder what He wants," thought Lord Mayor. "He normally only talks to Bobby Bulleid and Graham Great Northern!" But he soon found out.

"You have been such a useful little engine here in the museum, that I'm sending you to see some new children in York," said the Copetroller. "All the grown-ups will remember you from your 'Railway Children' days and lots and lots of children will climb on to your footplate and play with you controls. It will be hard work, but I know that I can trust you to do a good job!"

Lord Mayor's saddle tank swelled with pride. "I'm going on holiday," he said to near neighbour Nina the Nine-Compartment carriage, "just like 'Bellerophon' and 'Sir Berkeley'".

But he didn't know what was in store before he went.

First his friends fitted all his pipework back. Next, they touched up his

paintwork with some very rough brushes and polished him until his buffers shone; and finally, Smiffy, the Chief Mechanical Engineer, gave him a nice drink of oil. But then the indignity! He was taken out into the cold by a rough shunter, so that he could be turned round on Keighley turntable. Company Ken spun him around so fast, he was nearly sick! A few days later he was taken outside the Museum again to see the big



engines on the running line with his friend Percy Pug. "Whoosh!" went a big green engine. "Chuggety-clank!" went a big black engine. "At least I won't block South Street as I leave the yard like some I can think of!" thought Lord Mayor. And when his big day came, he didn't! He was a very good engine, and went straight to York, just as the Copetroller had told him.

When he arrived for his holiday, his new friends let him shunt with a Class 47 diesel, and he showed Sally the North Eastern Saloon where they were going to stay.

Lots of kind people in purple shirts came to polish him and to decorate his rails and smoke box with garlands and flags. Lord Mayor felt quite a film star! Then crowds of people came to see him and admire his gleaming paintwork. The people in the purple shirts explained how he used to work; and how he had been there too, in the good old days, when 'Duck' and 'The Green Dragon' had been charging up and down the line, showing off for Jenny Agutter and wearing strange liveries.

At the end of the week, Lord Mayor was quite tired out!

He was glad to be home in the Museum. "Welcome back", said the Copetroller. "You've been a really useful engine. Lots of people have learned about our museum; and maybe some of them will come to see you again." Lord Mayor smiled contently and went to sleep. He was home again!

Those who would like to know more about *Lord Mayor* and are members of the Worth Valley Railway will find an article by Chris Bates in the Summer 2005 edition of *Push and Pull* in which he tells of this locomotive's links with the building of the Spurn Point Railway. Maybe now that *Lord Mayor* has once more had a look at the outside world further efforts can be made to get this interesting little engine back into action. As usual it is all a question of money. Use on the Worth Valley Railway would be limited but hopefully there are other preserved railways that would welcome the hire of this real star. In the meantime he continues to give endless pleasure to young and old as they stand on the footplate and dream of steam and of the *Flying Scotsman* storming over the hills. Perhaps he is dreaming of the sand and spray and the weather on Spurn Point in December?

Then there is our third locomotive, *Bellerophon*. *Bellerophon* has been for so long the star of our three locomotives, with many press cuttings and awards to show a full career in preservation both in this country and abroad. Due to lack of facilities at Ingrow, also lack of space on the Railway as a whole, together with the difficulty of fitting in to the Worth Valley Railway's present operating pattern, *Bellerophon* is at present on the Foxfield Railway undergoing overhaul. At Foxfield, our locomotive's links with the coal mining industry are very relevant. Our Chairman Trevor England has taken on the task of keeping an eye on the progress of the loco, assisted by VCT Patron and former Chairman Chris Smyth. The two very recently visited Foxfield. Trevor writes:

"On 26th November Chris Smyth and I visited the Foxfield Railway to meet with Mark Tweedy, Stephen Sutton and others to discuss the overhaul programme for *Bellerophon*.

The Agreement signed by Stephen, the then Chairman of the Foxfield Railway, and myself in May 2004 was to return the locomotive to working order within 18 months to 2 years. The initial progress was so good that it was hoped to have *Bellerophon* ready for the July 2005 Gala, only 14 months after the signing of the agreement. Unfortunately at the start of this year two things came together to cause delays in the schedule. Firstly, the Foxfield Railway received a Heritage Lottery Grant to develop the colliery site, and as we at VCT know, making sure that the rigid timescales are upheld takes a great deal of volunteer time. The

Museum matters

Here, there has been some interesting progress. Those members who have been fortunate enough to visit will know that the display provides a really enjoyable visitor attraction for a wide variety of ages and types of people. Comments in our Visitor's Book and on the Visitor evaluation form which Malcolm Clark has devised are almost one hundred percent favourable.

When the Museum building was first opened in 1990 it was decided that we would install a series of sound cameos, which we called "Travellers' Tales". The Duke of Keighley, his servants, the cheeky cockney, the honeymooner, and the Guard have chatted to our visitors for the last fifteen years. The background sound of locomotives pulling out of the station, the clanking of milk churns and the whistle of the train have sent many a visitor scurrying to the front of the Museum thinking a train was going past on the Worth Valley line. These sounds of times gone by are in themselves showing signs of age.

We were delighted when the Yorkshire Museums Libraries and Archive Council (YMLAC) agreed a grant to allow us to make a start on updating and renewing the system. The grant was used to obtain five solid-state self-contained sound units from Messrs

second was that Mark Tweedy, who was the main person to rebuild the locomotive, especially the contract work on the boiler, had secured a contract with London North Western Railways at Crewe. This has restricted his available time to the Foxfield Railway for much of the year.

Now the good news. Work has again restarted on *Bellerophon* with the foundation ring having had a substantial rebuild. Some further work is required around the bottom of the firebox prior to the final fitting of the foundation ring. New studs are already made for when the work on re-assembly of the boiler begins early in the new year. *Bellerophon's* chassis is standing outside the workshop ready to enter as soon as the Beyer Peacock locomotive has finished its axle box overhaul and the locomotive *Florence* has had its retube. Once *Bellerophon's* boiler has been re-assembled and tested it is hoped to refit it into the frames in March or April. The overhaul should, therefore, be completed within the agreed two year time scale, and we would hope that *Bellerophon* will be the 'star' of the Foxfield July 2006 Gala.

I would like to take this opportunity to thank those members who continue to support our appeals for donations. Although our locomotives *Sir Berkeley* and *Bellerophon* may not be based at Ingrow at the moment, it is the Trust that has to find the money to carry out the work either by contractors or by the very skilled volunteers on either the Middleton Railway or the Foxfield Railway. Please consider supporting this final push to get *Bellerophon* back in action. We need this final push to steam *Bellerophon* in his 132nd year."

BlackBox-AV Ltd of South Wales. The merry duo of Walton & Cope electrical and electronic engineers to His Grace the Duke of Keighley installed the system, which counted as volunteer time. Suffice to say the result is a much more reliable and instant set of cameos which allow the visitor to not only look at the coaches but also listen to some of those who may have travelled in them over the past century. Unfortunately we could not afford to carry out this updating exercise with all the sound cameos and we await some unexpected donation to allow us to progress the 'Duke of Keighley' and his entourage at some future date.

Eric Cope (no relation to Secretary or Treasurer Copes) has kindly donated his complete "heritage" 00 gauge model railway to the Trust for use in raising funds. The layout is very detailed with not only carriages, wagons and locomotives but also buildings, people and other scenery. It is our intention to keep the set intact and operate it on special days such as Vintage Train Sundays and Gala weekends. If anyone with appropriate knowledge and experience is interested in taking on the task of looking after this layout and displaying and running it at the Museum at these special times, please make contact with us.

Crossing the barrier into the workshop we report on carriage restoration progress: No doubt springs and more springs will come into the story but we let Michael write about this:

Carriages: progress on all fronts!

First Class Metropolitan Railway Carriage

Yes, springs will be mentioned!

Messrs Morris Springs of West Bromwich made an excellent job of stretching and re-tempering the bolster springs for the first bogie, at a quite reasonable price. Chris Smith and Michael Cope with the Railway's English Electric shunter D0226 (thank you, once again, Railway!) spent rather a long time shunting the Museum to position this coach in the Workshop so that, with Robin Bannier, they could roll out the bogie and then put these springs back into position.

This job itself only took about half an hour, but then was followed by a further mega-shunt to put

things back where they came from. It looks as if this exercise was very well worthwhile, with that end of the coach now at its correct height – which is more than we could achieve previously. As part of the half hour we took out the corresponding springs from the other bogie, which are now with Messrs Morris Springs. They should return this coming February or thereabouts, so hopefully we should see this coach back in use some time this Spring.

We will then find out if the rather unexpected “bounce” is still with us – with the springs for both sets of bogies by then being in good order this is likely to be a thing of the past.

Great Northern Railway six-wheeler

Yes, springs – again! Much cleaning and repainting of the underframe and its various attachments is now well in hand. With the shunting necessary to replace the bolster springs of the First Class Met completed and with there now being no need to move this six-wheeler for the foreseeable future we have now removed all eight of the springs (six axle springs, two drawbar springs).

Removing the springs for the centre axle turned out to be quite a challenge, solved with the help of two further hydraulic jacks borrowed from the Railway's Carriage and Wagon Department at Oxenhope – again, thank you! All should be on their way to Sheffield for what is likely to be substantial rebuilding within the next two or three weeks. Again, we should get these back round about February or March, together with the associated bill. We'll worry about this later!

With any luck we will complete the cleaning and painting of the underframe before Christmas. As ever, volunteers for this exciting job would be made *very* welcome. There's not much else to be done until the springs return. We shall then need a further session of remaking pins and bushes, this time mainly for the drawbar itself. This goes the full length of the carriage but is in four sections, linked by the two drawbar springs and a central adjuster. Remaking the four linkages at the drawbar springs will involve boring out both halves of these linkages, which we will need to contract out.

It's pleasing to be able to report that the Railway has made application to Her Majesty's Railway Inspectorate concerning the use of four- and six-wheeled passenger carriages. HMRI replied that they have no objection “to

the occasional use of the above coaches on KWVLR. Thus your rules may be modified accordingly”.

“Your rules” are of course those of the Railway: and “the above coaches” are our three (the Manchester, Sheffield & Lincolnshire Railway four-wheeler together with the Midland and the Great Northern six-wheelers) together with the Lancashire & Yorkshire Railway Trust's two six-wheelers, 5-compartment Third No. 1507 and 4-Compartment First No. 279. We don't really see our Great Northern six-wheeler taking its place in a Vintage passenger train just for the moment – but it is the only Brake coach of these five, and you do need a Brake coach in any passenger train!

Talking of the L&Y's fleet, we were pleased to be able to ride in the L&Y Members' 40th Anniversary special train last May. This was made up of No. 1507 (which carriage body is carried on an LMS six-wheeled Brake underframe dating from 1938) and 1910-built Hughes taper-end Brake No. 1474. (No. 279 remains as a longer-term project). It will be pleasing to see such vintage trains in passenger use on the Worth Valley Railway, hopefully in the fairly near future.

Returning to our own Great Northern six-wheeler: whilst two persons are understood to be considering the matter, there's still scope for anyone wishing to join a small team to sort out just what and how we need to do to fully restore the body of this carriage. This will involve a deal of historical research followed by sorting out the practicalities and doing a costing. We certainly can't go any further with this vehicle until we have identified a clear way forward – so if you are able to help with this, please let the Secretary know – as soon as you like!

Bulleid

Firstly, many thanks indeed to all those who have so kindly donated towards the ongoing restoration costs of this carriage, without which we just wouldn't have been able to continue.

There's been a great deal of activity here, mainly

midweek, with good progress being made.

This progress hasn't been as visually obvious as previously but remains very positive. This carriage's Caretaker, Robin Bannier, has now secured into position all the cladding panels delivered thus far. The remaining

panels (four very large ones, two small ones, together with a number of “sundry oddments”) are now awaited from Messrs Smiths Fabrications and could be with us at any time now. As will the bill! Robin has now turned his attention to glazing the toplights – only 64 pieces of glass to fit – and will then be concentrating on the necessary metal sections for the securing frames to hold the main window glasses.

Meantime, Stuart Mellin is steadily working on the vestibules and on the various profiled wooden sections needed for the doorways: John Heaton continues to spend a deal of time cleaning and painting the underframe (and is not far from finishing this task) and our employee Chris Smith is nicely started with the doors themselves. Here, the spare doors acquired many

Membership Matters

Our Membership Secretary Malcolm Clark reports the following members who have joined us over the summer months – we welcome them to the Trust:

John Astley (at 3 days old, our youngest member ever!), Mr D Johnson (Halifax), Mr C Bean (Colne), Mr P Langstaff (Pocklington), Mr G and Mrs P Forshaw (Rochdale), Mr G Horley (Solihull), Mr R and Mrs A Lord (Burnley), Mr S and Mrs H Mellor (Dewsbury), Mr D and Mrs V A Beaumont (Skipton), Mr D Whitaker (Bradford), Mr J F Rushton (Preston), Ms H Foor (Halifax), Mr C Holliday (Bangor, Co Down), Mr N Stringer (Knaresborough), Mr P Hollingbee (Oakworth), Mr A McLeod (Keighley), Ms D Crabtree (Keighley), Mr A Musgrove (Keighley), Mr T Sidebotham (Eccles), Mrs C Muncey (Hebden Bridge), Mr A R Hitchen (Mirfield), Mr R and Mrs S North (Bingley), Mr J C and Mrs A Fawcett (Holmfirth) and Mr R Cockroft (Westhill, Aberdeenshire).

Special Meetings and Events

As reported in the last Newsletter our coaches took an active part in what turned out to be a very memorable **Gala Weekend**. GWR No. 3440 *City of Truro* and the newly-restored ‘Super D’ LNWR No. 4929 performed well, although *City of Truro* was challenged by the steep gradient out of Keighley on wet rails! Our Nine Compartment Met and Met Brake carriages were in action on the Friday and were joined by our “Chatham” coach and Great Northern No. 2856 on the Saturday and Sunday. Delays within the Worth Valley timetable meant that the afternoon shuttle from Keighley to Ingrow was cut on both days. This disappointed some VCT and KWVR members who had chosen that particular time to enjoy travelling in the recently restored Great Northern carriage. Thanks to our vigilant team of minders the coach did however attract a lot of interest and the Trust gained members as a result of seeing this coach in action. Back at the Museum David Page was kept fairly

years ago have come into their own as they are in generally good condition, which is more than can be said for the original doors. Fortunately they are all identical, being bought-in pressings and so are interchangeable, just for a change. We think. We hope. The “new” doors are Formica-clad, but it looks as if the wood trim from the “old” doors will transfer without undue problem.

The challenge remains the expense of the curved window glass itself. Just at present, we simply haven’t got the money to pay for this. One Member has very kindly sent a cheque to the value of £200 to pay for one of the panes – a generous and much-appreciated gesture: but there’s still another 15 (with the need for a further prudent spare or maybe two) needed – over to you; every little helps!

Also, welcome back to Mr K Fullard who was a member previously and who has now returned to the fold: and a special welcome to the following more junior members:

Robert Green (Oakworth), Mark Shaper (Baildon), Alex Nelson (Crosshills), Grace Partington (Bingley), David Muncey (Hebden Bridge), Jake Smith (Hebden Bridge), Will Emberton (Hebden Bridge) and Robert Steers (Bradford). It is very pleasing to welcome younger members, some of whom have already been hard at work in the museum, and we are hoping to make some arrangements for you to get more out of your membership. Sarah Steers has volunteered to produce a special newsletter for junior members and we are hoping to arrange some events specially designed for you. At the moment, we do not record dates of birth so we cannot easily identify younger members. If you would like to receive the special newsletter or might be able to help supervise younger members (safety is always our main priority), please let us know.

busy on the “Forty Year Remembered” slide presentation, which was enjoyed by all those who managed to be in the right place at the right time in spite of the timetable hitches.

Thanks to all on the Railway and at VCT who helped to make it happen.

The Annual Meeting was a very well-attended 40th Anniversary meeting, held in the upper room at the Museum. Twenty plus members once more enjoyed a carvery lunch at the Toby Beeches Hotel in Keighley immediately preceding the meeting. It was good that due to the erection of the fire exit stairs last year larger meetings can be held in the room in our own premises, a facility that various Worth Valley Railway committees and other groups have used over the past year. It did enable members to have a look around the workshop and see the work in progress both before and after the meeting.

Trevor England once more took the initiative in donating a special cake and champagne. This time the cake was decorated to remind us of our 40 year Anniversary. In the photo, it's being cut by (L to R) Chris Smyth, Trevor England, Tony Cox and Robin Higgins – between them spanning a significant part of our 40 years.

Champagne and cake was a very good way to complete what was a pleasant and interesting meeting.

You will find the Minutes of the Annual Meeting enclosed with this *Newsletter*. Should you require a copy of the Annual Report, as presented to and accepted by the meeting, please send a stamped addressed A4 envelope to the Secretary at the Haworth Station address.

We cannot let this mention of the Annual Meeting pass without noting that Philip Walton retired as one of our Trustees. This does not mean we have seen the last of Philip and his interesting line in jokes ("Pity", did we hear you cry – NO never!!). He will still be around, being one of the stalwarts of the First and Third



Wednesday evening working groups and chief 'man up a ladder' or 'head in a video cabinet' at any time. Philip's early days on the Worth Valley including working on *Lord Mayor*, long before the days of VCT's ownership of this locomotive. With his son Michael he revitalised the work on the Bulleid coach, as now further progressing under the guidance of Robin Bannier. Philip's chief wish is that he can get back to some 'hands on' work on carriages and locomotives. Thanks Philip for your guidance whilst a Trustee and keep the jokes coming.

If you are reasonably local and can get to Ingrow on the first or third Wednesday of the month do please call in and join us. There is plenty to do, in the magazine room or with the library as well as with the carriages.

Of course the Annual Meeting would not be complete without the Wallis and Gromit Award. This award harks back into the mists of VCT history, to the days when Philip Walton and John Wallis worked as a matchless team of efficiency and competence. Each year it is awarded to the working volunteer who has shown especial dedication to the Trust during the past year. This year the award went to Keith Pitts. Keith's support of the Trust goes back much further than one year. In fact he is almost a fixture. His regular 'third Saturday of the month' volunteering turn was at first in Haworth Shop and then when that closed our Ingrow Shop. Keith's work in this way must have brought in thousands of pounds of income for the Trust. He has recently taken up gardening and can now occasionally be found pretending to be Alan Titchmarsh in the picnic area at Haworth overlooking the loco yard. Thanks Keith for your years of work for VCT – and long may it continue.

VCT Sales

Speaking of Shops: Bob Stott during the week and sometimes on Sundays, together with the small but invaluable team of volunteers, continue to make a vital contribution to the Trust's income. They can of course only do this if donations of railway magazines, books, model railway equipment and hardware continue to come in. John Stephenson is finding the acquisition of hardware increasingly difficult and the sale of this in any case is slowing. This cannot be said for railway magazines, which continue to be a major source of our income. Please keep donated magazines coming in!

Once again could we remind people that we can only sell *railway related* items. Other forms of transport items, books and magazines are fascinating but sadly our Charitable status means that we are not allowed to sell

anything not related to our primary activities, which means railway-related items, only. So please keep those railway items coming in and help the Trust.

We still have a very few VCT commemorative tee shirts available price £7 plus p & p and some VCT 40th Anniversary Hi-ball glasses at £2.50. Obviously the latter cannot be posted.

Bob Stott and Paul Holroyd also cooperate to ensure that our email sales enquiries and requests continue to grow. Paul reminds us that the VCT website – in particular, the 'railwayana for sale' pages – continues to receive regular updates. Don't forget that you can email us to check if that elusive magazine you are seeking is in stock.

Web and film matters

The website has also added to its interest as since 14th September it hosts not only the Railway Heritage Register Carriage Survey but also the Railway Heritage Register *Wagon* Survey. The wagon stage is co-ordinated by the Friends of the National Railway Museum, (and *not* by VCT): but we are pleased to be able to offer the use of our web space as a "one-stop shop" for details of preserved carriages and wagons.

The address for our website remains www.vintagecarriagestrust.org. Follow through via 'list of hardware currently available' or 'Carriage and Wagon surveys' or of course to any other information about our Trust and its activities.

Keen Types may be interested to know that we now have an entry on the Wikipedia internet encyclopaedia at http://en.wikipedia.org/wiki/Vintage_Carriages_Trust
Also, if you find another website which has a link to

VCT which is broken, please let us know – simply copy and paste the website URL and we'll do the rest.

Unfortunately, some other websites don't seem to have been maintained for some time, despite our best efforts to have links updated.

Many of our visitors are interested in the filming appearances of our carriages. Details of our filming credits can be found by logging on to our website as above and clicking on the filming link. Please do try to spread the word about our involvement with *Coronation Street* and the various period drama productions.

Talking of films (which is of course Paul's favourite topic) *Booze Cruise 3* may possibly be transmitted by ITV over the Christmas and New Year holiday period. Our involvement only lasts for two minutes, but the programme should be enjoyable.

This coming year...

2006 is already looking to be a year when it will be possible not only to view our Collection of carriages in the Museum but also experience them in their true setting, in use on special events. Dates to note include:

- **February 11th to 26th:** Two of our Metropolitan carriages (the Brake and the Nine-Compartment Third) will be in use with "Thomas" at the National Railway Museum's "Thomas the Tank Engine" event.
- **June 4th:** Three of our carriages – hopefully, all three Mets, but this cannot be guaranteed – will be in public service as a "Vintage Train" on the Worth Valley Railway.
- **July 2nd and August 6th:** one of our carriages is likely to be in use as part of a Vintage Train on the Railway. (The reason for just one carriage being available is that this is during the Railway's "daily running" period, when our Museum is busy and needs to be as complete as is possible).

Other Notices

Jet "Big Smile" scheme. Over the last few years a number of Members have supported the Trust by using their "Smile" cards when purchasing fuel from Jet garages. Sadly this scheme has now ended and with it a modest but very useful extra income for the Trust. Our thanks go to those who have been able to support the Trust in this way.

Working Weekends take place at our Museum on the **second full weekend of each month**. So: dates for the first six months are the coming year are: **January 8th/9th, February 11th/12th, March 11th/12th, May 13th/14th and June 10th/11th.**

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.

There's always work for everyone, with no special skills needed – so how about joining us for an hour or two on one (or more!) of these dates?

Gift Aid. If you haven't as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so, using the form that should be enclosed with this copy of the *Newsletter*? If you do not pay Income Tax or

if you do not wish to take part in the Gift Aid scheme, would you please write "I do not wish to participate" across this form and return it to the Trust.

CAF 'Give as You Earn' Scheme. Those taking part in this Charities Aid Foundation 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!

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may now nominate a Charity to receive any tax repayments as a donation. Should you wish to support Vintage Carriages Trust in this way (and also presumably if you have any tax repayments due!) you may do so by quoting the Trust's unique code, which is: FAC78RG. So, if you are self-assessed, please note this number and please consider using it to support our Trust.

Data Protection Act. VCT is registered under this Act. The Trust's membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

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