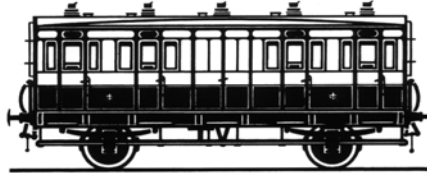


Vintage Carriages Trust

Members' Newsletter: September 2005

VCT: 40 years



1965-2005

So soon? Yes – here's a mini interim *Newsletter* serving two purposes; firstly to bring members up to date with activities on the Worth Valley Railway and elsewhere which involve the Trust's Collection. Secondly to report on the progress on the Southern Railway "Bulleid" coach No.1469. This progress was made possible by the generous support of the membership following the appeal in the April *Newsletter*. We have still a long way to go on this interesting restoration project and so have included with this *Newsletter* a further appeal to help Robin Bannier and his helpers make even further strides in getting this coach up and running again.

Calendar of Events involving VCT:

Friday 14th to Sunday 16th October: Keighley & Worth Valley Railway Gala weekend

This weekend has been stretched to a three-day weekend, by including the preceding Friday. This extra day will allow full exposure of the two visiting locomotives, GWR No. 3440 *City of Truro* and newly restored 'Super D' LNWR No. 4929. Two of our Trust's Metropolitan Railway coaches (the Brake and the nine-compartment) will be working with L&Y 'Pug' No. 51218 on an Ingrow to Keighley shuttle on the Friday. Our Southern Railway 'Chatham' coach No. 3554 will join them on the Saturday and Sunday. We are very pleased to announce the further news that our multi award-winning Great Northern Railway coach No. 2856 will join the shuttle for the Saturday and Sunday. This coach will be reserved for VCT members

and other invited guests, so if you would like to travel on this superbly restored vehicle please remember to bring your VCT Membership card. Further to the general festivities, on the Saturday and Sunday there will be a special slide presentation "*Forty Years Remembered*" in the upper room of our Museum. This is courtesy of David Page, a long time member of VCT and of the Railway and an excellent photographer. This show features slides from David's extensive historic collection and will be repeated a few times during each day according to demand, as the room does not comfortably hold many at a time. It should be a real trip down Memory Lane!

22nd to 30th October: National Railway Museum "Railway Children" Event

We do not often have reason to mention our diminutive locomotive *Lord Mayor*, which normally provides great joy to our younger visitors who are able to have access to the footplate of this locomotive at our Ingrow Museum. However, every locomotive has his day and *Lord Mayor* will be visiting the National Railway Museum for the full week from Saturday 22nd to Sunday 30th October. There, *Lord Mayor* will be joined by North Eastern Railway Saloon No. 1661, normally based in the Railway's Exhibition Shed at Oxenhope. This saloon originated in 1871 and rather more recently achieved fame as the "Old Gentleman's Carriage" in the 1970s film "The Railway Children". Both vehicles will be on static display as the centrepiece to an exhibition marking 100 years since Edith Nesbit's famous story was serialised in "The London Magazine". The NRM

has kindly allocated us space for a table and display as part of the exhibition to distribute our literature and sell some books and videos. If you live near York and/or are free to attend we would welcome volunteers to join the VCT team at this event on one or more days during the week. This should not be a particularly hectic task and is indoors, in the Educational Resource Centre. It is however very near the outside door giving access to *Lord Mayor* and the NER Saloon, on static display immediately outside – so wrap up well! Please ring/write/email if you can help and we will organise a roster for the eight days.

More information about Edith Nesbit and the Railway Children can be found at www.therailwaychildren.dsl.pipex.com

Saturday 29th October: pre-meeting lunch and our Annual Meeting

Our customary pre-Annual Meeting Lunch will take place at 12.15 for 12.30 pm at the Toby Beeches Hotel, Keighley. This will be followed at 2 pm by the Annual Meeting itself, to be held in the Upper Room at our Ingrow Museum. Please let Jackie Cope (01535 646472) know if you will be coming to the lunch as this help in reserving sufficient space in the Toby Beeches' restaurant.

The meeting will be followed by champagne and 40th Anniversary cake (courtesy of our Chairman, Trevor England) and an opportunity to see just what is in progress at our Museum and in the Workshop.

All Members should already have received the formal Notice of Annual Meeting and the Agenda. If however you haven't received your copy, please contact the

Secretary. Also please note that if you wish to nominate any Member for election as a Committee Member or an Officer of the Trust, or to stand for such election, nominations should reach the Secretary on or before Saturday 22nd October.

As detailed in the Notice of Meeting, all such nominations should be accompanied by the consent of the Member involved. If you are thinking of standing for election, please don't hesitate to do so – your nomination would be much welcomed!

Those VCT Members who are also Members of the K&WVRPS are reminded that that Society's Annual Meeting will take place later that day, at 7.30 pm at Oxenhope Community Centre.

Saturday 11th to Sunday 26th February 2006:

"Thomas the Tank Engine" event at the National Railway Museum

We are pleased that we will again be working in cooperation with the National Railway Museum. This time it will as part of their "Thomas the Tank Engine" event, which lasts for the whole of this fortnight in February and so coincides with most School half term holidays. Two of our Metropolitan coaches will join Thomas as his special coaches carrying passengers on the rides. These will be our

Brake coach and the nine-compartment Third – presumably to be labelled as "Annie" and "Clarabel" (or is it the other way round?).

This is an ideal opportunity for our coaches to make a useful financial contribution to the Trust's funds and provide enjoyment to all from eight months to eighty years and beyond!

Our 'Bulleid' coach: excellent progress continues

You may like to compare the photo opposite with the one that appeared in the July edition of our *Newsletter*. Since then the remaining section of the lower half of the cladding has been secured, with all the securing screw holes and the vertical joins now filled, sanded flat and given a coat of green primer. The first two of the eight single-section top corner sections of cladding have been received and are in position, with the remaining six expected within the next ten days or so. As you can see the toplight frames are now in position. The photo shows one of these complete with glass – but don't get too enthusiastic about this: we realised that although this was original glass it was plate glass, which doesn't satisfy modern safety requirements. We've therefore had to take this out and order same-size replacements safety glass. Fortunately the 64 pieces required are fairly small and are flat and quite simple in shape, so the bill shouldn't be too intimidating!

As you can see on the photo, the steel and timber work to complete the outer side of the Oxenhope end vestibule is now complete, with the corridor connector frame now back in position. As previously mentioned, the flexible bellows will follow much later, together with the one needed for the other end.

Less obviously, all four leaf springs have been replaced on to the first bogie and the bogie itself successfully put back under the coach. The other bogie is yet to be attended to. This represents an interesting challenge in how to get access to it, almost certainly to mean turning the whole vehicle on a road trailer at some suitable occasion in the future.

A good start has been made on locating the various bits to rebuild the vestibule at the Oxenhope end. Many of these are now varnished and some are back in position.

Meantime, an occasionally-visible John Heaton continues to move slowly but steadily towards Keighley, cleaning and painting the underframe of the coach. This is most definitely not the most attractive and glamorous restoration task going, but is a very necessary one – we thank John for his steady graft here!

The team continues as a very small one. Robin Bannier is the leader, and is dealing with the steel cladding, together with the window apertures and the toplights. Our employee Chris Smith has dealt with the metalwork of the corridor end connector, also with most aspects of the bogie and its springs. Stuart Mellin, now enjoying his retirement (when not too busy), has done things with the wood parts of the corridor connector and the vestibule floor. Michael Cope has started the work of reinstating the vestibule cladding and door fittings, whilst Mike Holmes has given a hand with filling and sanding the great many screw holes of the cladding. This leaves plenty of opportunity for anyone wishing to join us for this project – either at a weekend or midweek: for the latter, Tuesdays and Thursdays are the preferred days, but we would welcome you at any time – please contact Michael Cope.



So, overall this project is progressing quite nicely. The thing that will shortly hold us up is MONEY. The bill for the remainder of the sheet cladding will be with us fairly soon and should be containable – but this won't leave sufficient to be sure to cover the special folded steel sections needed for the window frames, or for the window glass itself. Just about all of the interior seating etc was completed some considerable time ago and is ready to put back into the carriage – but we can't do that until the cladding is complete and the windows are all in position. Paying for the window glass is a major challenge. Some long time ago we made the decision that we would go for the authentic curved window glass, as originally fitted, rather than the later 'economy' flat glass. The problem is the cost of suitable curved safety glass. The quoted price for this, some time ago, was **£175.44. Plus VAT. Each sheet.** We need 16 (and it would be prudent to have at least one spare). Since then there have been *three* price increases – we've been told "add 25%". We'll leave you to do the arithmetic; but the end problem is that we need quite a lot of money to complete the glazing, which is a necessary preliminary before the next major step, which is to take all of the (restored) seating and interior fittings for the "other" end of the carriage from our Stores and reinstate it within the carriage. We'd hate to see the job stopped, having now got so far and so successfully. Hence the Donation sheet you will find enclosed: if you are able to help towards these costs, could you please do so? Thank you!

GN six-wheeler underframe overhaul

Most of the work on the brake rigging and the running gear is now completed. However, cleaning and repainting the underframe has progressed rather slowly. Close inspection of the underframe as part of this work confirmed that structurally it is in good order, other than where we found a small area of long-standing rotten wood below one of the Guard's access doors. We are reminded that the reason this vehicle was withdrawn from British Railways' service back in the 1960s was that a Guard's door was damaged and it was at the time decided not to repair it. Was this the same door, and did this damage allow water ingress to the framing, so causing this problem, more than forty years later?

After due consultation and consideration, the problem has finally been attended to by Stuart Mellin who chopped out the affected area and then glued in oak

sections. Chris Smith then bolted the whole lot together, between the outer steel flitch plate and an added steel plate recessed into the inside of the whole assembly. All is now well again! The springs have yet to be sent for professional attention. Extracting the centre axle springs remains quite a challenge and won't take place until work elsewhere has been completed and we can then leave this 6-wheeler without having to move it, until the springs are returned to us. Replacing these, together with replacing the drawbars and the buffer rods, will complete work on this underframe.

Work on the body lies ahead in what could be the fairly distant future and will be determined primarily not by finance but by a volunteer or volunteers researching – and costing – just what needs to be done. Anyone interested in this? – if so, please have a word with the Secretary.

AJECTA

We have been for many years formally “twinning” with the French body AJECTA, well known for its steam railtours and for its collection of historic rolling stock. It is based at Longueville, on the line towards Bâle at the extremity of the Paris suburban rail service. Sadly, this twinning hasn’t been particularly effective – thus far. We were therefore delighted to receive a letter from Philippe Tolstoff of AJECTA outlining recent changes in the outlook of AJECTA and looking forward to reactivating the twinning arrangements. We are sure that in these days when international as well as national cooperation is of ever-increasing importance all within VCT would welcome and would support this reactivation. Just how is another question – but Philippe invited VCT to attend their annual RAILFAIR, taking place at Longueville on Saturday 1st and Sunday 2nd October. Sadly the timescale and other commitments meant that for this year this just isn’t possible, but this does suggest a way forward and we will certainly be following up the possibilities offered by a reinvigorated twinning.

Philippe invited also individual VCT members to the RAILFAIR. Again, we’ve been overtaken by time as far as this year is concerned: we can however from our own experience confirm that anyone visiting Longueville will receive an excellent welcome. It would however be as well first to check that there will be someone on site: so here’s AJECTA’s contact details: PO Box No. 1, F-77650 Longueville, France. website, www.ajecta.org; email, contact@ajecta.org; telephone, AJECTA’s Longueville depot (answerphone) 00 33 1 64 08 60 62 or fax 00 33 1 64 08 68 56. Alternatively contact the Provins Tourist Office on 00 33 1 64 60 26 26.



John David Astley with proud Mum Sarah and Dad (VCT Committee Member Mark). VCT’s newest Member obviously finds Scammells *really* interesting!

A few reminders...

Working Weekends take place at our Museum on the **second full weekend of each month**. So: dates for the rest of the year are: **October 8th/9th**, **November 12th/13th** and **December 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 are jobs of all sorts, not just in the Workshop. There’s always work for everyone: no special skills needed – so how about joining us for an hour or so (or more) 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 enclosed form. If however 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.

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

Produced and published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)
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.vintagecarriagestrust.org Email: admin@vintagecarriagestrust.org