



# Vintage Carriages Trust

## Members' Newsletter: September 2012

### Our Annual Meeting: Saturday 20<sup>th</sup> October 2012

Welcome to the September edition of the Members' Newsletter. Before we launch into the "news" of the past few months please seek out the "Notice of Annual General Meeting and Members' Buffet", enclosed with this Newsletter. As mentioned in this Notice, our Annual Meeting will be held at 2 pm on Saturday 20<sup>th</sup> October and will be preceded (from 12.30 or thereabouts) by a (free) light buffet lunch.

*If you are intending to be present for the Meeting and for the light lunch please let us know. Please also send any apologies for absence and nominations for the various Committee posts. Please do help the Catering team by replying to Dave Carr (Hon Secretary) as shown on the Notice of Meeting, or by leaving a message at the Museum.*

Yes, it's Annual Meeting time again! Please note that for the first time this is not on the same Saturday as the Worth Valley Railway's Annual Meeting, which is Saturday 10<sup>th</sup> November. Over the years we have

tried to keep to the same day as the Railway so that Members coming a distance could attend both AGMs should they wish. However this plan did not seem to be taken up by many, so we have decided to work to our own timetable. Chairman Trevor welcomes any who would like to join him for a meal that evening at the Brontë Hotel, Haworth – and no, he's not paying!

It has been a Summer packed with such a variety of national events, including the Queen's Diamond Jubilee celebrations, which we acknowledged with a small but interesting display of royalty-related china (most of which was loaned by Dave Carr) and some archive material such as timetables and special notices concerning royal trains. The Jubilee was quickly followed by the resounding success of the Olympics, now to be followed by the Paralympics. Before we know where we are it is September and time to bring news of VCT for the past few months.

### Chairman's Day 2012

Chairman's Day 2012 was once more blessed (as are all VCT events!) with good weather. An interesting day had been organised and a good number of Members and friends gathered for the occasion. Brief talks on a variety of subjects were on offer. There was the opportunity to view the Collection and the ongoing restoration work, not forgetting the buffet which was organised by VCT and Worth Valley catering volunteer Ian Wild.

Jeanette Achilles, our Subscriptions Secretary reports: *"I was pleased to see so many of our regulars who now seem to be planning Chairman's Day into their calendars and support us throughout the seasons. They now recognise each other and it is nice to see the exchange of ideas and discussions on railway and restoration related matters. I was impressed this year with how many carriage restorers from other organisations "came out of the*

*woodwork". Alan Bridgers from the Somerset & Dorset Railway Trust was a welcome guest bringing along a stock of gas lamp globes which were surplus to his own project and which we were happy to purchase for our own Great Northern and Midland Railway six-wheeler coaches. Others Members involved in the restoration of their own "smaller" items gathered valuable information on techniques, material and 'tips of the trade'."*

No one seems to have taken any photo of Chairman Trevor England during Chairman's Day – so, courtesy of Ian Smith, here's one showing Trevor again enjoying himself (at Shildon, on this occasion).



Trevor as Chairman gave a welcome to all, and various volunteers once having gained the elevated position of a pair of step ladders spoke on parts of the Trust's work. Mike Holmes spoke of various aspects of our restoration work and their progress. Michael Massey (whose wife June we were pleased to welcome for the first time) described briefly the construction of the Ingrow Yard model and the production of the Bulleid video which was developed "in-house". (The content and presentation of the video are thanks to Michael's knowledge and skills in this type of work, which he has quite recently brought to the Trust as a volunteer). The star of the day was one of our new young Members, Callum. Showing no sign of nerves he spoke of his experiences as a young volunteer and thanked everyone for their support and encouragement. He is obviously thoroughly enjoying his time as a volunteer with the Bahamas Locomotive Society and with giving VCT's static locomotive *Lord Mayor* some tender loving care. We do hope that he continues to develop his skills and love of steam engines.



There was a tinge of sadness in the air when Richard Gibbon (photo, above) announced that he was handing over his role as Curatorial Adviser as from the Annual Meeting in October. We all owe a great debt to Richard for leading the VCT through the minefield of becoming and continuing to be a "museum". At the last Annual

## Locomotive news

Our two working steam locomotives have seen much activity over the last few weeks.

**Sir Berkeley** continues to give good service at Middleton. At short notice he has been drafted in to run at the Midland Railway Centre, Butterley, on 18<sup>th</sup> and 19<sup>th</sup> and then on Bank Holiday Weekend 25<sup>th</sup> to 27<sup>th</sup> August for their "Vintage

Meeting the Trust presented Richard with the greatest honour it can bestow: the "Wallis & Gromit" Award, given in recognition of all the guidance (sometimes quite firm!) which he has imparted to VCT in all areas of our development.



All is not lost however: at the same time as saying farewell Richard also introduced Anthony Coulls (photo, above) who will at our coming Annual Meeting become our "Museum Mentor". Anthony started work at the National Railway Museum under the guidance of Richard and has for some years been at the NRM's Shildon site and is now Senior Curator of Vehicles at the NRM. Keep an eye open for him in either location especially where there is a locomotive in steam – the smiling figure in the driving seat will probably be Anthony!

Both Richard and Anthony stressed in their brief presentations the importance of both preservation and interpretation as the key functions of VCT and of the Railway Heritage movement generally. We look forward to welcoming Anthony and working with him in taking the VCT forward in the ever changing world of museum development.

The day went well. Sorry there wasn't a cake this year, except a private one to celebrate Callum's birthday: perhaps not quite big enough to share among so many!!

Train" events. On October 6<sup>th</sup> and 7<sup>th</sup> *Sir Berkeley* will be operating at the Lavender Line in Sussex.

Following this, it is intended to return the locomotive to Ingrow for a quick repaint and then display at the Museum. This will allow us to do an examination on our static engine *Lord Mayor* over the Winter. Whilst at Ingrow, we may be able to



see *Sir Berkeley* in use at the Worth Valley Railway's Winter Gala next February. Watch this space for further news of this!

Sadly, **Bellerophon** has decided to show his age in no uncertain terms. The locomotive was not able to attend the Middleton Railway's Gala in June because we were waiting for new piston rings to be manufactured and fitted. The Middleton Railway's Gala was to celebrate 200 years since the first commercially successful steam locomotive *Salamanca* left the famous Round Foundry in Leeds in 1812. The aim was to try to have at least 200 items in steam over the weekend: this aim was achieved, with many live steam models coming from all over Yorkshire to join in the celebrations. *Bellerophon* was replaced at the last moment by a Bagnall 0-4-0ST from the Foxfield Railway. The intention to have *Bellerophon* and *Sir*

*Berkeley* operating together therefore did not come about. Instead, as seen in Ian Smith's photo, *Sir Berkeley* operated together with his classmate, *Matthew Murray*, over the Gala Weekend.

Now, *Bellerophon* has decided that he doesn't like the wheels he is currently using, as they are quite literally falling off! The wheels are secured to the axles by means of keys fitted in a particular way.

We cannot leave the subject of the old locomotive without remembering one of his stalwart supporters, the late **Kenneth Turner**. It was with much sadness that we learned of the death of Ken, a long standing VCT Member dating back to the days of *Bellerophon's* restoration at Haworth. He had more importantly first hand knowledge of the loco in his own working life at Haydock, long before it came into VCT ownership. He watched the process of restoration with great interest and was generous of his time and money towards the locomotive's restoration. He was a great support to Vernon Smallwood in his production of the book "*Bellerophon: Haydock to Haworth*" bringing to it his knowledge and several photographs of the locomotive in its working life.

Chris Smyth kept in regular touch with Ken and his wife and kept him informed as it became increasingly difficult for him to come to Haworth or visit the locomotive elsewhere. His technical drawings and sketches executed in later life now in the VCT archives showed that he had not lost his touch for technical detail or his love of the Haydock locomotives, in particular of *Bellerophon*.

**Lord Mayor** continues to stand at the front of our Museum as a star attraction to the young and the young in heart. As noted above we hope to give this locomotive a full examination some time

One of the keys has worked itself loose, and others are showing signs of coming loose, so the old engine has been withdrawn for further investigations to take place.

Foxfield are currently looking at the locomotive very carefully and will report on his condition shortly, at which time we will need to make some decisions as to how we should proceed. One



thing, of course, is quite certain – this is unlikely to be a cheap job and we will need to look very carefully at the costings when making decisions about how to proceed.

At this stage, VCT is not setting up an appeal for funding, as we have no real idea as to how much the job will cost, but I am sure that once we have all the facts together, we will indeed be launching some sort of appeal!

over the Winter and will then consider what is required to return *Lord Mayor* to operation. Money and volunteer time constraints mean that this possibility could be some way off yet!



## Membership

None of this activity whether with locomotives, carriages or in the Museum generally would be able to go ahead without the terrific support from you our Members. Our Membership Secretary Jeanette Achilles thanks all those who have renewed in 2012.

As she rightly points out: *"Our busy workshop can be viewed from the far end of the Museum. Never is your generosity in supporting and encouraging our restorations more evident than when we were able to see for ourselves the VCT's team of mid-week volunteers making real progress with the Great Northern six wheeler, and with Chris progressing so*

*We are not usually in the habit of mentioning Birthdays, but "our Chris" the workshop supremo recently celebrated his 40<sup>th</sup> Birthday in suitable style. He continues to be a real asset to the Trust due to his meticulous and dedicated approach to the restoration work he undertakes. Belated Happy Birthday, Chris!*

## Latest Acquisitions



One never quite knows what is going to land in the way of donations to the Trust but we think that an elephant skin suitcase can really be described as different. The particular case is understood to be of Indian origin, which is where it was purchased. It seems to have arrived back in England via Australia and the submarine "Virtue" just after the war. Whether the owner had the suitcase with him on the submarine we don't know. We will pass the "case" to our Member Michael Shepherd next time he passes by. Having spent quite a lot of his life in suitcases (selling them, not carrying them) he might be able to lift the lid on the whole thing!

## Vintage Trains

Jeanette has also very faithfully been the VCT presence on our carriages which over the past Summer have seen use as part of the 'Vintage Trains' on the Worth Valley Railway. She and other Members kindly distributed leaflets on our Trust's behalf, despite the rain. Visitors made some very positive comments about the carriages, passed on to those doing the work. The carriages allow folk to relive their past youth or to find out what travel in the past was really like.

## Workshop: the Metropolitan Railway Brake

Over the last few months it's been very much a matter of our Engineer Chris Smith carrying on steadily as before. This has been with success, with all the work on the underframe now completed to a high standard – certainly the underframe is now in much better shape than it

has been for many decades past! The underframe has now been turned again and put back under the body, now the correct way round. Chris has lowered the body to again rest on the underframe. This is with the supporting cross members still in position. There is currently a bit of a hiatus as we





will need to shunt the underframe (now plus the supporting cross members and plus the body) out of the Museum so that we can then remove the cross members to finally lower the body the remaining few inches on to the underframe. This realistically can't be done until the end of daily running and until after Civil Week, in other words until the second half of September.

With the body back on to the underframe, relatively little will remain to be done – replace the securing bolts (all the old ones came out without too much difficulty), reinstate the handbrake and its linkage, also the vacuum brake release valve and the two swan necks. There's then a need for a little bit of woodwork and inevitably some touching-up of the paintwork. This will complete the present phase of work on this carriage and (after formal inspection) will make it again available for use.

There is however still quite a bit which needs doing to this carriage at some time in the future. This includes refurbishing a number of the compartments, and taking a good look at the electrical wiring. We are having difficulty in locating suitable moquette, needed for the refurbishment – if you can help here, or if you would like to join us in the Workshop (currently almost entirely on midweek days), again please let us know.

Michael Cope's photo shows the underframe as a rolling chassis on the turntable at Keighley. Chris Smith to the right: Andy Tarran and Ross Graham (who we thank for helping with this task) barely discernable, pushing at the other end of the turntable. Michael was acting as the Railway's Responsible Officer at the time, and thus wasn't allowed to help!

## Workshop: our Great Northern six-wheeler



Progress continues very satisfactorily. The steel seat frames are now completed and are in position, as are the backing boards for the seat backs. Stuart Mellin's photo (left) shows one of the compartments, seat frame and backing boards in position and with cardboard protection for the newly-laid lino. All is now ready for Messrs Pickerings of Bradford to add the upholstery – but this won't happen until just about everything else is finished. Otherwise Stuart has caught up with quite a number of "wood" jobs and with Ian Wild is now well on with varnishing the exterior – his second photo (right) shows how well advanced this now is.

Robin Bannier hasn't been too well lately but we look forward to him returning

in not too many weeks' time. A bit more work on the (electrically powered) "gas" lamps and the luggage racks awaits, Robin!

Bob Timmins (who dealt with the lining, lettering etc. on our Great Northern bogie coach, No. 2856) is visiting in early September with a view to he and his son Ralph doing similar work also on this six-wheeled carriage. There's now not a lot to be done on this carriage other than the contract work by Bob and Ralph Timmins and by Messrs Pickerings. Inevitably, both of these will be fairly expensive – which is why we would welcome your further donations towards the completion of this project.



## Matterson Jacks

We recently purchased this set of four 6 ½ ton Matterson jacks from the Midland Railway Centre. Built as they are specifically for lifting railway vehicles they will considerably improve safety and ease of operation whenever we again need to lift a carriage, whether to run out a bogie or otherwise.

These jacks are far from new, having been in use at Toton Wagon Repair Depot ten or so years ago. However, much of the control circuitry has been modernised in the not too distant past and they are in general in quite good order. One or two problems need attention before we invite our Engineering Inspector to

look at them, notably finding a suitable multi-core electrical connector to replace one which has been well and truly chewed in the not too distant past. Once fully operational and inspected, they will be a very useful addition to our Workshop. Only one slight further problem... ..space in which to store them!



## Sales

As our Members will be well aware, VCT does extremely well with our magazine and book sales, the proceeds of which are vital to our restoration programme.

However, our sales occasionally assist other Museums with their Collections. In the last few months, the Middleton Railway Trust has benefitted by being able to acquire some rare books via VCT Sales. The latest is a catalogue from Leeds-based Robert Hudson Ltd, who manufactured narrow-gauge light railway equipment and rolling stock for use throughout the world. "Catalogue No 57" is

basically a description of how to set up your own light railway, from the ground up. It will be a

valuable addition to MRT's growing library.

Another booklet recently acquired the same way,

also by the MRT, is a 1923 catalogue of locomotives manufactured by Kitson, Son & Company of Leeds. This very rare book came into VCT's possession recently and MRT was alerted to its presence – and a representative promptly purchased it! There have been other occasions when our second hand books have yielded such treasure and it's an unsung role VCT plays in the background – long may it continue!

...and please make a note of our "Book Sale Bonanza" taking place at our Museum at Ingrow for the whole of

the month of October – buy any book, get a second one (of equal or lesser marked price) free!

### **BOOK SALE BONANZA AT VCT INGROW**

**For the entire  
month of October:  
Buy One, Get One  
Free!**

**This includes the  
Railway's Autumn  
Steam Gala and our  
own Annual Meeting!**

## Legacies

You will find as an insert in your *Newsletter* a leaflet headed "Legacies". This gives guidance on the making of Wills and particularly the process of leaving money to organisations of *your* choice (legacies), one of which we would hope may be the Vintage Carriages Trust. The complete renovation of the Shop was helped enormously by a totally unexpected legacy from someone who was not a Member of the Trust but obviously thought highly of us. Our Rostering Officer Sheila Seabrook has volunteered to be our Legacy Officer and thus a contact point for anyone wishing to discuss the matter. Please contact her by post, email or telephone – details are printed on the leaflet.

Sheila's own experience in losing a loved one has helped her to start on a whole new road in her life and "travel that extra mile". She writes:

*"My partner Pete and I spent many happy hours on the KWVR and at VCT so I knew the area had a special place in his heart. When you lose someone dear people say not to make decisions too quickly, but*

*to wait and see how you cope with life. I did the complete opposite and made my mind up within a month of losing Pete that I would continue our love of railways in his memory and spend one weekend a*



month with the VCT and KWVR. That was over 2 ½ years ago and I am still enjoying my 'railway weekends' as they have become known. Google tells me it is approximately 193 miles between my home and Keighley, so I've clocked up quite a distance over the months.

One day is spent as a booking clerk with the KWVR, and the other at VCT where, as well as helping in the shop, I now hold the coveted role of Volunteer

## Buses

The weather this last Summer does not seem in retrospect to have been the best for open-topped buses but Ingrow has this year welcomed two. The bus adds a further dimension to the experience of a day in the Worth Valley, Ingrow and Keighley town. There is something about an open-topped bus which attracts people even in the worst of weather. August weekends and August Bank Holiday Monday have seen a new bus on the scene. This bus is part of the Keighley Bus Museum collection. It is introduced here by its



driver, tour guide and commentator Graham Mitchell. Graham writes:

*"Ingrow on August weekends has seen the arrival of Keighley Bus Museum's 1985 Leyland Olympian open top double decker at the Museum, operating commercial bus service 822, the Saturday & Sunday "Keighley Heritage Town Tour" on contract to the Brontë Country Partnership (of which VCT is a Member). The open topper, in the imagined and imaginative livery of "Keighley Borough Transport", makes four appearances at the Museum each operating day, and then departs on a 90 minute tour of Keighley linking the Police Museum, Cliffe Castle, East Riddlesden Hall, the Bus Museum, Keighley Campus, the Railway Station and Bus Station. Travel*

## New DVD: 'Keighley & Worth Valley Railway 1970 to 1984'

Following his earlier DVD which covered the 1965 to 1969 period, KWVR Member (and former K&WVRPS Chairman) Brian Baker has again delved into his collection of colour cine film (originally

Rostering Officer. This role includes the task of recruiting new volunteers to join our happy team, which would be so much more rewarding if I could add your name to my rostering schedule.

There are lots of areas in which you can become involved including the workshop, magazine room and reception. Even just one day every month or so would help the Trust enormously. And why would you do it? To enjoy yourself – and because we're worth it!"

*has been free to anyone holding valid tickets to any of the attractions; others paid a nominal £1 per trip. Loadings have been variable, the service of course being very "weather-dependent", but all who have travelled have complimented the driver on the initiative and the quality and quantity of local historical information imparted in the live commentary. The Brontë Country Partnership, which has funded the operation, will now be assessing the operation and deciding whether to repeat it in 2013."*



The other open-top bus to visit Ingrow was as part of the "Days Out" service operated by the Worth Valley Railway on Summer midweek days of operation. This bus service was free to holders of the Railway's 'Day Rover' tickets. It allowed access to the top of Haworth village and a short scenic tour of the Brontë moors to Oxenhope, together with (twice a day) a visit to Ingrow. The green and cream open-topper used is owned by a member of the Aire Valley Transport Group and is a Leyland PD3, registration BUF 267C. It is one of the last batch of the famous 'Queen Marys' delivered to Southdown Motor Services in 1965. It seems to have had an interesting life which you can follow further by viewing the AVTG website. Keith Pitts' photo shows this bus outside the Museum, with its young conductor looking fully the part.

silent, with commentary added for this DVD), colour stills, and VHS video (with sound).

After some introductory scene-setting, with Brian reminding us that platform 3 at Keighley was still in

BR use, we see a number of behind the scenes stills from the EMI version of *The Railway Children*, together with some of Bob Cryer's original instructions regarding train formations, direction of travel etc. We also see – by arrangement with the copyright holders – extracts from the finished film. Martin Welch explains how the passing loop at Damems was planned, and we see 72 and 41241 (in their re-opening liveries) being hand-signalled through the loop. At that time the Metropolitan carriages were in regular use, together with the Bulleid carriage (then in green livery) which had been purchased by VCT in May 1969.

The second disc includes the Metropolitan Cammell DMU buffet car amongst *Evening Star's* rake of carriages. We see *Evening Star* hauling a TEN coach rake. One of the highlights is a class 45 Peak seen at a very run-down Keighley – still with its canopies on

*Both DVDs are available at the Museum Shop, price £14.95 each. "K&WVR 1965-69" (Cameo Memories MT-42) is a single DVD, whilst "K&WVR 1970 to 1984" (MT-86) is a two-DVD set. If ordering by post please add £1.40 for postage and packing for the one, or £1.60 for both.*

## Dates for your diary

Saturday 29<sup>th</sup> September to Saturday 6<sup>th</sup> October 2012: **WATTRAIN**, the First International Congress of the World Association of Tourist Trams & Trains will be held in Leeds and York. Further details are on the WATTRAIN website [www.wattrain.org](http://www.wattrain.org) or from Ian Smith on 0113 2760349.

During the whole of the month of October: **Book Sale Bonanza** at our Museum Shop: Buy One, Get One Free! (Pay for your first book, the second if of equal or lesser marked price is FREE!).

Friday 12<sup>th</sup> to Sunday 14<sup>th</sup> October: Worth Valley Railway **Autumn Gala**. Visiting locomotives, interesting shuttles: and vintage road vehicles of all shapes and sizes on display in Ingrow Yard.

Saturday 20<sup>th</sup> October, at 2 pm: **Our Annual General Meeting** at the Museum, preceded by a light buffet lunch. See the enclosed Notice of Meeting.

Sunday 21<sup>st</sup> October: Aire Valley Vintage Machinery Club **"Crank-Up"**. These fascinating gatherings of elderly internal combustion engines continue to be very popular with our visitors.

Wednesday 31<sup>st</sup> October: Haworth Open Storytelling Circle **"Halloween" evening** in our Museum, 7 pm to 9 pm (approximately). *Wear warm clothes* for this spine chilling evening! Normal Museum admission charges apply.

**Every Saturday and Sunday** (and sometimes also during the week, to help cover for holiday absences etc) we need Volunteers to look after our sales counter, and our visitors. If you can help even if only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

**Gift Aid.** If you haven't yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

### Giving through your Self-Assessment Income Tax

**Return.** If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust's unique code, which is: FAC78RG. So, 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.

platforms 1 and 2, and the canopy supports painted in the old North Eastern Region colours.

We see the work to extend Oxenhope headshunt, before seeing Oakworth station with half-barriers and flashing lights during the filming of *Some Mothers Do 'Ave 'Em*. The visits of prototype railbus LEV 1 and a WYPTE Verona green and buttermilk-liveried class 141 Pacer are seen. Rounding off the second disc we have MSC tank loco *Gothenburg*, BR Standard 75078 and *City of Wells*, together with some nice shots at Damems station.

We must thank Brian for recording these moments for posterity, and sharing them with us. Some of the Members captured on these discs have moved on to the great marshalling yard in the sky, but they have left behind them a wonderful legacy in the KWVR of today.

**Donations:** Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that's "railway" is of interest: railway magazines, books, "railwayana" of all descriptions, and especially model railway equipment for selling through our Shop and the website.

**Our twinned French body** is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". You can find full information about AJECTA on their website [www.ajecta.org](http://www.ajecta.org). Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail [contact@ajecta.org](mailto:contact@ajecta.org). Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

**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 very much appreciated!

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