



Vintage Carriages Trust

Members' Newsletter: April 2015



Welcome to the Spring edition of Vintage Carriages Trust's *Newsletter*. This continues to highlight 2015 as a special year during which our Trust celebrates its 50th Anniversary. The plaque above the main door of the Museum has changed from a rather tired looking "40 Years" logo to a brand new "50 Years" logo.

We have already started the celebrations and we intend that as much of our Collection as possible will be seen in action or on display at a variety of events over the year on the Worth Valley Railway and elsewhere. A report on some of those which have already taken place will be found elsewhere within this *Newsletter*. Later this year you will be able to see part

of our Trust's carriage Collection in use on some of the summer Vintage Trains on the Worth Valley Railway. At the time of writing this is planned for Sundays 19th and 26th July, with a small possibility of these dates having to be extended. Before then, two or possibly three carriages – the two Metropolitan Railway carriages and maybe also the Chatham – are expected to take part in the Railway's "Railway Children" event, taking place over the May Bank Holiday weekend from Saturday 2nd to Monday 4th May. Later in the year we will be able to see our locomotive *Bellerophon* in action at the Midland Railway Centre in August, also at the Foxfield Railway as part of their very successful "Knotty Heritage Trains". These run monthly, on selected Sundays – further information is available on the Foxfield Railway's website.

Our Fiftieth

Anniversary is in a year in which we are very pleased to report that restoration work has begun in earnest on the **Midland Railway** coach. It is also a year when we are hopeful that the intended

Rearwards

Extension will begin to take shape. We take this opportunity to thank all our Members for their support by way of the many generous donations received. We haven't as yet quite reached our target but we certainly can go ahead with the first stages of construction, for which the detailed design is now well in hand.



Chairman Trevor England made sure that the 50th Anniversary celebrations would begin as early in the year as possible. Saturday 19th January may be a little early in the year for an outdoor event, but Trevor knows that Trust members are a hardy group when it comes to braving the Ingrow winters. He was proved correct as a very good crowd came along and enjoyed the very special "Fifty Years" celebratory steam train shuttle between Ingrow and Keighley (as shown in Robin Lush's photo, above) featuring

our locomotive *Sir Berkeley* (back home for a few months from the Middleton Railway), our Southern Railway coach No. 3554 and a very rare actual use of our Manchester Sheffield & Lincolnshire carriage No. 176. This was built in 1876 and is the oldest coach in our Collection. Those who were fortunate enough to be able to attend this event all agreed that to ride behind *Sir Berkeley* in one of these two very special coaches was an experience they would not forget. It was difficult to know what was the best location, travelling in the carriage or (as many did) seeking a vantage point on the sidelines. Although not breaking any speed limits the sight of the locomotive coming up the line out of Keighley with the diminutive Manchester Sheffield & Lincolnshire carriage flying along, being cared for by the Southern coach, made material for a children's story book, and a sight never to be forgotten.



As mentioned in the December edition of this *Newsletter*, all three vehicles making up this train were celebrating their own 50th Anniversaries of arriving on the Worth Valley Railway. *Sir Berkeley* had arrived at Haworth by road on Tuesday 19th January 1965. The MS&L coach had arrived by rail on 22nd January 1965. As seen in Robin Lush's photo of that date, this was in company with two locomotives –

L&YR "Ironclad" No. 957 and the Gresley Society's GNR N2 No. 1744. The Southern Railway coach had arrived separately at Keighley a few days earlier. All were hauled from Keighley to Haworth on Saturday 6th March 1965 by Captain Smith's J52 locomotive No. 1247. This was in two parts, with what are now our two coaches and No. 957 making up the second section.

Chairman's Day 2015

Please note the date, now! This year's VCT's Chairman's Day will be held on Saturday 13th June 2015. If you would like to be present we will be very pleased to see you.

So make a note in your diary and *very importantly* **please make contact and ensure that we know you are coming by making sure your name is on the list: do not rely on someone else putting it there!**

You can do this by email to admin@vintagecarriagetrust.org or by ringing the Museum on 01535 680425, or by writing to VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

A free buffet and a slice of the Celebration Cake will be provided: but *please do make sure you are booked in*. (The reason for all this is that we would like to get the numbers correct – the January event was somewhat marred by shortages at the buffet caused by people turning up without letting us know).

The programme for this year's Chairman's Day will be:

- 10.30 am: Museum opens for Members and invited guests to look round and meet over tea and biscuits.
- 11.30 am to 12.30 pm: short presentations highlighting the significant chapters over our first 50 years and news of progress with our much-needed Rearwards Extension. Hopefully John Kenny (the project's Structural Engineer) will be with us to give an on-site report on the many facets of this Extension.
- 12.30 to 1.30 pm: buffet lunch including celebratory cake.
- 2.30 pm: Close: with the opportunity to catch the 2.50 pm Worth Valley service train for a ride up the Valley.

You will see that the programme will include reports on the progress of the rearwards extension. As noted above, we hope that the project's Structural Engineer, John Kenny, will be present and will be able to give Members an overall view of the various stages of the Project and the way in which your generous donations are taking this much-needed work forward. We are very pleased that this Golden Jubilee year sees so much interesting activity involving the VCT Collection at our Museum building, on the Worth Valley Railway, and on other railways elsewhere within England. The rearwards extension is crucial to being able to consolidate and to expand our work in all these directions.

Great Northern Railway closure anniversary

The VCT Collection does of course include our two GNR coaches. Also within the Collection are several smaller GNR items, including cast iron signs.

The major small items we hold are the two toilet door panels from our Great Northern coach No. 2856, built in 1898. Both of these display large maps of the Great Northern rail system. First Class passengers – in this coach the only ones to have access to a toilet – as they rattled along could admire the extent of the GNR's coverage of the countryside. The Trust had these panels professionally restored and they are now displayed in the safety of one of our glass cabinets. Replicas replace them in the two First Class

compartments, where they can be viewed by visitors as they sit in the luxurious First Class plush seats.

It is items such as these big and small which local railway historian Mark Neale is seeking to display not only at our Museum but at other venues in the area. Chairman Trevor is guiding Mark in the ways we can accommodate an exhibition using his and our GNR artefacts to help tell the story of this remarkable Railway.

An opening event is planned for 16th May in our Museum. Please keep a look out in the local and railway press for further details.

Sales news

Our Retail Manager Mick Halcrow reports continuing good sales and that the Shop and the Magazine Room remain in very good order.

Your much-appreciated donations of railway-related items for resale (books, magazines and in

particular model railway items) remain essential to this general state of well-being. However please note that as a railway-related Charity sadly we can accept for resale only railway-related items: so no bus or marine items, thank you!

Membership news

Membership Secretary Jeanette Achilles continues to be heartened by the support which is given to the Trust by its members. She writes:

"Thank you to all members who have taken the time and trouble to renew their annual subscriptions and to all those who are responding so generously to our 'Backwards Extension' Appeal.

In our landmark 50th year we reflect on the Trust's past achievements and look hopefully towards securing a sustainable future. I always feel that our members, many with us for decades, are one of our more quietly held strengths and at the heart of the VCT's success. Thank you to every member who celebrates this Golden Year with us for all your encouragement and support.

On a personal note, can I thank those members renewing by post for their patience during my

unexpected absence from Ingrow for a few weeks after a leg injury. All waiting renewals have now been posted, with my apologies for any delay."

New members this quarter include: Mr John Linkins (Leeds), Mr Nigel Barrett (Quorn, Leicestershire), Mr Robin Lush (Hebden Bridge, West Yorkshire), Mr Irving Jennings (Bradford, West Yorkshire), Mr John Atkins (Pocklington, East Yorkshire), Mr M J Denholm (Dunbar, East Lothian), Mr Oliver Morgan (Pontefract, West Yorkshire), Mr Mike Swift (Huddersfield, West Yorkshire), Mr John Hillier (Rutland), Mr David Wilkinson (Bingley, West Yorkshire), Mr Ian Willoughby (Oldham, Lancashire) and Dr John Sagar (Bury, Lancashire).

Other Events

Two events which were not directly organised by the Trust have already added to the use of VCT stock in this Anniversary year. The first of these was the **Worth Valley Railway's Spring Gala**. This took place from Friday 27th February to 1st March and featured four of our carriages and our Manning Wardle 0-6-0 saddle tank engine *Sir Berkeley*.

Bob Sprot writes:

"On the first day of the Gala, a Vintage Train of four VCT carriages (as shown in the photo, right) made three round trips of the line from Keighley to Oxenhope and back, followed by a late afternoon one-way shuttle from Keighley back to Ingrow. The train was pulled by LNWR 0-6-2 Coal Tank No. 1054 (courtesy of the Bahamas Locomotive Society) and comprised BR Bulleid Open Third Class No. 1469, SR ('Chatham') Third Class Brake side corridor coach No. 3554, Metropolitan Railway seven compartment First Class No. 509 and



Metropolitan Railway seven compartment Brake Third Class No. 427. The Metropolitan carriages were last-minute stand-ins for two unavailable L&Y coaches and No. 427 had to be prepared hurriedly from ongoing restoration work in the VCT Workshop.

On the second day of the Gala the two Metropolitan carriages (photo, left) completed four shuttles each way from Keighley to Ingrow and on the final day of the Gala the same service was comprised of the two Southern carriages. On both of these days the first two shuttle round trips were hauled by VCT-owned Manning Wardle 0-6-0 saddle tank 'Sir Berkeley', on a visit to Ingrow from its regular home at the Middleton Railway.

Passenger numbers using our carriages on all three days were very good and the Metropolitan carriages were full to overflowing on the Saturday shuttles. Many passengers commented favourably on the appearance and ride quality of our carriages on every day of the Gala. Their appearance at this event with *Sir Berkeley* created a real point of difference from the usual consists at many other steam Galas on other Heritage Railways."

(Photos: Bob Sprot)



The second event was represented by the success of Ingrow's very first **Model Railway Exhibition**. You will remember that in the September *Newsletter* Debbie Cross introduced herself as the new Audience Development Officer. Debbie is working with the Bahamas Locomotive Society (BLS) on a project which is part of their successful Heritage Lottery bid for the restoration of their locomotive *Bahamas*. We (VCT) and the Worth Valley Railway were also woven into her plans. An event she organised and which proved exceedingly successful was the Model Railway Exhibition, held on Sunday 15th February. This Exhibition used both the BLS and the VCT buildings together with the site as a whole – *Sir Berkeley* was providing footplate rides in Ingrow Yard.

This is what our Committee Member Ian Smith has to say about it:

“Congratulations are in order to *all* who participated in this event. It was an amazing sight when I arrived at 11 in the morning – hoards of people and every time a train arrived a further tide of people came up the yard.

People were enjoying the event and lots of good comments were overheard. The engine *Sir Berkeley* looked spotless and of course performed well and the loco crew was having a good time as well!

I am sure lots of lessons have been learned, but a massive “WELL DONE! WELL DONE!!” to those who set it up and stayed to see it all put back in the box. It

turned out to be a very successful event with crowds of folk of all ages coming to pore over the various contributions.”

All from young to very old were discussing the finer points of the layouts on show or were actually working with them. The “BigJig” was brought out and



once more proved to be *the* attraction for the railway engineers of the future (see photo, right). If you don't know what a BigJig is you have probably left it too late to find out!

Certainly one of the stars of the day was the most interesting display belonging to our Vice Chairman Bill Black. It was so large that it was split between the Bahamas Museum and our own Workshop. The Scottish flag planted in the middle gave a strong clue as to its ownership.



Talking of model railways: the **Ingrow Yard model** on display in the Museum is being steadily worked on by Michael Massey, on his monthly visits to Ingrow from his home in Ely. In order to make it able to be viewed more easily, he is gradually transforming this structure by turning it end for end. With the model orientation then being the same as the actual orientation of Ingrow Yard this model will then be in a much better position to be viewed and enjoyed.

Wear them with Pride

To mark the 50th Anniversary of the Trust, we have made an initial order of Polo Shirts in Medium, Large and Extra Large. These carry a specially-designed embroidered addition to our logo. They are available from our Museum Shop at a price of £20 each.

We acknowledge that this is a little over our usual price but we have incurred extra expenses for the adapted design, and we wish to put a little into the Rearward Extension project, with these Polo Shirts being a fitting way to mark a significant milestone in the Trust's history.

It is intended to make other garments available to order, for example sweatshirts or fleece jackets at £22.50 each. Enquiries can be made through our Secretary, Dave Carr, either by e-mail at d.carr388@btinternet.com or by telephone on 01759 304176.

For members who are unable to visit Ingrow in the near future, garments could be made available with postage and packing added at cost.



News from the Museum Workshop

Of all the carriages in our Collection, **Midland Railway six-wheel coach No. 358** is perhaps the most deserving of restoration. It needs to be capable of actual operation on a Midland line! This can easily be arranged as there is a Midland line running right past our door. The vehicle has a strong group of supporters within our Trust and elsewhere, including in particular the Keighley & Worth Valley Railway Trust. We are delighted to learn that the K&WVRT Trustees have voted to grant the Vintage Carriages Trust £10,000 to be used by the VCT exclusively for the restoration of this vehicle. This is a real boost to the project and we thank the KWVR Trust for their support. We are pleased to report that work is continuing very satisfactorily and has now moved to the roof ribs, as shown in the photos below. Any information which may be of help in ensuring that the restoration of this vehicle is as accurate as possible would be very much appreciated. It is our intention to bring together all relevant information about this carriage into a publication in due course. If you have any contribution however small to add to the pool of knowledge about this coach (including its early days on the Worth Valley Railway) please contact us by any of the usual methods and we will pass this to those working on this coach or to our Hon. Archivist, Robert Harvey.

In the meantime here are the photographs showing this work in progress – Stuart Mellin assisted by Ian Wild using the thicknesser/planer to reduce ash strips to the required thickness for lamination to the correct profile for use as the new roof ribs: and the same duo checking the profile of one of the completed ribs against the template. The two photos also show how cramped we are for space and again emphasise the need to complete the Rearwards Extension as soon as we can!



Metropolitan Brake No. 427 has now left the Workshop after what had turned out to be a fairly lengthy stay. The main reason for this was to provide basic lighting for use when in operation on the Worth Valley Railway or elsewhere, in particular when passing through tunnels. Philip Walton and our Engineer Chris Smith set up the required system, which consists essentially of a modern automatic battery charger, a battery, a switch and one low-voltage LED (light emitting diode) lamp in each compartment. This works well and for the first time for a very long time allowed this carriage to be lit within the tunnels when in service on the first day of the Spring Gala Weekend. (Actually it didn't quite work out like that – no-one told the Guard where the switch was!).

This scheme also allows very useful basic interior lighting when the coach is on static display within our Museum. Energising just the one LED per compartment certainly gives sufficient light and the lamp itself is not obtrusive. When complete, this scheme will allow lamps within the First Class Met to be energised from the Brake coach when the two are coupled together. There are however a few small problems to be solved before this can be done – including that, whilst the two are now coupled together and are in the Museum, they're the wrong way round...

Using a very similar system, Philip has now installed lighting into our **Great Northern six-wheeler No. 589**. As we did for "big brother" GNR bogie coach No. 2856, we have used miniature capsule lamps mounted within the gas lamp mantles, once again with good effect.

With the **Met Brake** in the Workshop, Ian Wild asked: "why don't we tidy up another compartment?" This was thought to be a Good Idea, so Ian (assisted by Michael Cope and Ernest Dodding) did just that. In the event we were just beaten to it as the coach was required for service over the Spring Gala Weekend at rather short notice.

"Tidy up another compartment" is perhaps a bit of an understatement. Revarnishing all the wooden trim, cleaning down and repainting the ceiling and the bulkheads, also organising a little re-upholstery, is quite demanding work, demanding lots of time! There are still two compartments to go, and it's not obvious when they can be tackled!



Diesel Railbus E79962 moved very recently to be over the pit. For the first time at Ingrow this allowed inspection of the underside of the vehicle. The general condition was agreed to be very much better than anticipated, with the major problem remaining the worn brake discs. We are now making contacts with Germany, ideally to find complete wheelsets but otherwise to find (or to have cast) replacement brake discs. We also confirmed that we need a bigger pit: as well as the visible (in the photo, L to R) Chris Smith, Ian Smith and Trevor England, there's also Evan Green-Hughes, Glenn Hardacre and Michael Cope at the back there somewhere.

Locomotive News

Expanding a little on that already stated:

Bellerophon is twice leaving the comfort of his second home at Foxfield. Firstly, he will wow his fans at the East Lancashire Railway's Spring Gala on the 18th and 19th April. After this the Foxfield Railway will put *Bellerophon* into steam at

intervals over the Summer. August sees him in steam at the Midland Railway Centre every weekend from the beginning of the month to the Bank Holiday Monday inclusive.

Incidentally, VCT Members should receive free admission at the Foxfield and Middleton Railways on presentation of their Membership cards. It's worth showing your card at other locations when any of our carriages or locomotives are in action, but away from the Foxfield and Middleton Railways things are less clear. Ask by all means, but if the answer is "no" please accept this gracefully – and let us know! It's planned to return **Sir Berkeley** to the Middleton Railway on Wednesday 6th May. As a return load on the same day, we will be receiving "**OLIV**" from the Middleton Railway. This is the former Overhead Inspection Vehicle No. DB998901, built in 1950 by the Drewry Company. It is now owned by the EM2 Locomotive Society. The inspection tower has been removed and the vehicle converted to passenger use. It will be in our Workshop for a limited number of weeks during which Chris Smith will attend to some mechanical and body work and repaint it, as a Contract job.

Book review

VCT Secretary Dave Carr writes:

"LB&SCR Carriages Volume 1: Four- and Six-Wheeled Ordinary Passenger Stock." Ian White, Simon Turner & Sheina Foulkes. Kestrel: ISBN 978-1-905505-35-7. £29.95

Thank goodness for niche publishers! New from Kestrel is a title that deserves to find a place on many a carriage enthusiast's book shelves. Besides being a collaborative work, the acknowledgements indicate a wide range of contributors from amongst the ranks our fellow enthusiasts, notably those at the Bluebell Railway.

Frankly the book deserves to be ranked as a piece of scholarship, including comprehensive appendices, references and indices. Chapters present the historical outline of the LB&SCR, and the essential

processes involved in producing, or even preserving wooden bodied vehicles. The work of each of the Company's Carriage and Wagon Superintendents is detailed in chronological order, allowing the development of passenger stock, for the twin purposes of passenger comfort and safety, to be clearly represented.

The use of photographs – inevitably black and white – and illustrations is generous, and appropriate to the accompanying text. Indeed the annotations and dimensions of the latter are hugely informative to the prospective carriage restorer or historical railway modeller.

This is a title I am sure that I shall return to over and over again. I look forward with eager anticipation to the publication of the implicit Volume 2."

From Charitable Trust to Charitable Incorporated Organisation

Our Honorary Secretary, Dave Carr, writes:

You may possibly remember that members of the Trust have been kept up to date with constitutional matters, at the heart of which, is the change to CIO status, at Annual General Meetings in 2013 and 2014.

Matters have been progressing steadily under the guidance of Trustee, Jim Pickles, so that we have 1.] had the new constitution accepted by the Charity Commission, 2.] established new bank accounts with the Charity Aid Foundation, 3.] made arrangements to enable the transfer of our employees from Trust to CIO, 4.] registered the CIO for VAT purposes and 5.] are currently working towards ensuring transfer of Gift Aid from the Trust to the new CIO. Members will be given a full update at the ever-popular annual Chairman's Day on 13th June.

Last September's *Newsletter* welcomed Debbie Cross to Ingrow as she took up her post as Audience Development Officer. This is part of the Bahamas Locomotive Society's success in procuring a Heritage Lottery Fund grant for the restoration of their locomotive *Bahamas*. Debbie has risen to the challenge in developing and delivering programmes for schools and in partnership with the Worth Valley Railway and VCT has developed a series of events which take place across the year. These are designed to attract the community as a whole, and not just the railway enthusiast. One example was the use of our red pillar-box which for a time in December had a mysterious link to Father Christmas. Another example was the very successful Model Railway Exhibition, as reported earlier in this *Newsletter*. Yet to come are: our established "Museums at Night" (Friday 15th and Saturday 16th May): "Adventures with Paddington Bear" (Tuesday 26th to Thursday 28th May): "Beside the Seaside" (Sundays 2nd, 16th and 30th August): Heritage Open Days (Thursday 10th to Sunday 13th September): "Ghost Stories" (Sunday 1st November) and onward to "Christmas at Ingrow" on Sunday 6th December.

We have a very busy year ahead of us! – and would very much like to welcome you as a working Member, whether in the Shop, in the Museum, in the Workshop – or helping with any of these activities. If you can join us, please contact us: or just drop in!

Other Notices

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@vintagecarriagetrust.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.

The next formal stage is to hold an Annual General Meeting for the CIO, which guidance tells us, involves only the present elected Officers and Committee, as they are the only people yet recognised as members of the CIO. This will be a very short meeting ensuring the change to CIO status, and members of the old Trust will be invited to a "proper" AGM, as usual, in October. Details will be included in the September Newsletter. There will be different types of membership, and you will all be invited to choose which you prefer. As we understand it, however, those of you who are Life Members remain just that – so no change for you!

Our hope is that the changeover continues seamlessly, and that most people will notice no difference in the way we work to preserve and restore our collection of historic vehicles."

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. 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. 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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