

Vintage Carriages Trust

Members' Newsletter: August 2006

Steady progress, almost everywhere – and Notice of our Annual General Meeting

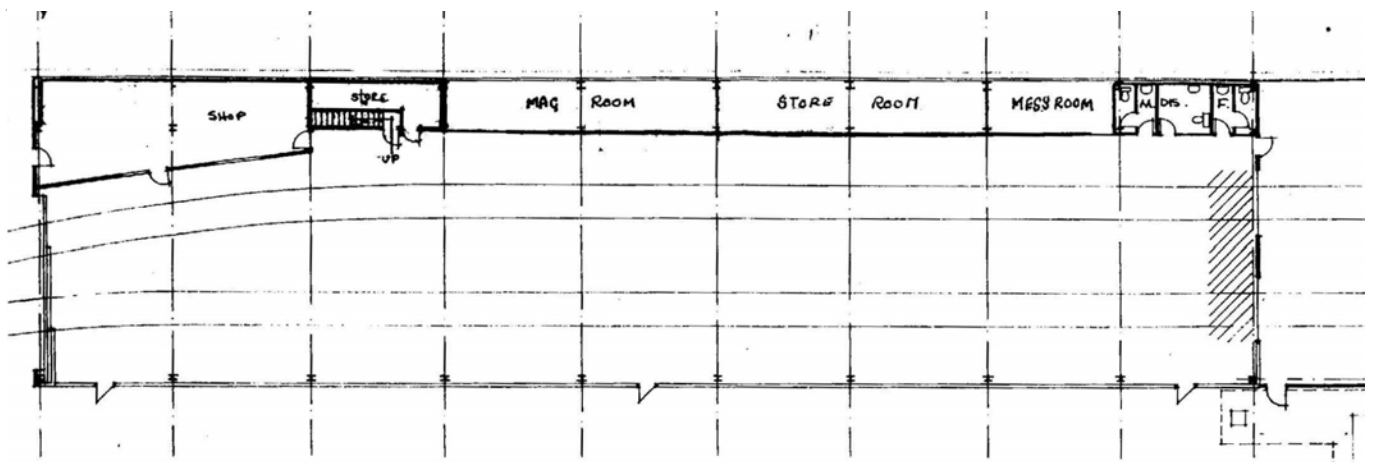
Let's first deal with our Annual General Meeting for 2006. The formal notice of this meeting should be enclosed with this edition of the *Newsletter*. (If it isn't, please contact the Trust's Secretary to ask for a copy). This meeting will be held at our Ingrow Museum on **Saturday 28th October, at 2 pm**. All Members are cordially invited to attend.

As previously, we will be holding an informal lunch before the meeting to which all are invited. This year for a change we will be at **the Brontë Hotel, Lees Lane, Haworth**, which is within walking distance of Haworth Station. Buses between Keighley and Haworth (via Ingrow) pass the door, and the hotel has a very ample car park and more importantly good food and good beer. Please see the menu enclosed, and please return the form to say you will be coming. 12.15 pm for 12.30 pm, sharp!

The meeting itself will be in the upstairs room at our Museum at 2 pm, with plenty of time before and after to have a look around the workshop and our Collection. In line with a tradition now stretching back several years, the meeting will end with the cutting of a celebratory cake, with champagne or tea/coffee also being served. This ritual is in commemoration of some significant milestone in the Trust's history and each year is the gift of our Chairman, Trevor England. Trevor is very good at remembering these highlights in our life as a carriage restoration group – but this year he was struggling. There seemed to be little in the way of milestones with a 6 on the end to mark a 10 or 20 or as last year 40 year or even a 100-year landmark in the Trust or its Collection. No milestone, no celebration – and no cake!

Fortunately someone thought to check with our *Guidebook*. This contains a very useful timeline of railway development generally and of the Trust in particular. It was then noticed that it's now ten years since we opened our Museum's 'Sideways Extension'. This gave the Trust a shop, the upstairs meeting room, storage space and the all-important 'Magazine Room' in which to sort and display all those pre-owned magazines for sale. The late Sam Jennings and the then diminutive Graham Holroyd performed the opening ceremony. Although tempted, we will not embarrass the now somewhat taller Graham by publishing once again a photograph of this ceremony.

So: a milestone, a ceremony – and yes we will have cake! The Sideways Extension may not sound to be an earth shattering moment in the Trust's history, but can we assure readers it has been amongst the most valuable moves we have ever made towards ensuring the long-term sustainability of our Trust.



As you will see from the plan shown above, visitors enter this extension as they go into the Shop. This is quite a large area which has developed over the years into three sections: souvenirs (mostly for our younger *Thomas the Tank Engine* fans), together with ice cream, soft drinks, sweets and coffee etc.; second hand railway books and videos; and in the middle a large area devote to railway hardware – lamps, bridge plates, whistles, etc., and also models. Our Shop Manager Bob Stott presides over this emporium during the week.

The vital part that the shop plays in ensuring that there is enough money in the kitty for the Trust to continue cannot be over stressed. One important part of this retail space is also housed in the sideways extension is the Magazine Room. Visitors reading the (replica) plate on the outside of the door to this room are somewhat taken aback by the words “Magazine Room” but, be assured, it does not contain explosives.

Those who are also Members of the Railway will read in the coming edition of *Push and Pull* an article about the development of this room as the stacks of magazines were brought to the Museum from the cellar of Number 5, Mill Hey, Haworth. VCT Sales were based there for many years before our Museum was built at Ingrow. Many of our older members will remember this shop and in particular its rather wet cellars, possibly with affection. How they will love the carpeted splendour of the present-day Magazine Room, having as it does good lighting, an element of heating in the Winter, and with safe access and exits! Above all, the magazines are sorted and thoroughly *organised* on to the shelves. Various people over the last ten years have taken in turn the challenge of making it the easiest and most accessible place anywhere in the country to find back-number railway magazines. Jack Procter has been working on this challenge for some time now. He will be known to many for his previous activities as a volunteer on the Worth Valley, and for his hobby as a radio ham. He (like others!) is finding himself not as active as he used to be, but has found a very useful place in the work he has carried out to make this room (as seen in his photo, below) come to life and to be very effective in its task.



Jack has found empty corners that we swear were not there previously and has erected further sets of shelves with the kind help of Stuart Mellin and others.

Whole new sets of labels for the file boxes have been produced and the boxes in which the magazines are displayed have been strengthened or replaced with more durable ones. Even our regular customers are taken aback when they enter. Jack and other VCT volunteers with a few minutes to spare sort the incoming donated magazines into the file boxes. It's even been known for customers to be roped in – they seem quite happy to be involved! Donated magazines keep coming in and there's usually some

awaiting sorting. It is the sort of job that anyone with an occasional hour or two to spare could help with. This and Jack's work helps to bring much needed revenue. Magazines are an important part of our sales activities – our thanks go to Jack and to all others who help make this continue.

We will now move upwards. Above the Shop proper and again as part of the 'Sideways Extension' of ten years ago we have a very useful office and meeting room. This enables us not only to hold our own meetings, but also to invite others to meet in this room. Some of the Railway's Committees, and the Railway's own Trust, make use of this space in this way. The room seats up to 35 to 40 people and has facilities for tea and coffee making.

Downstairs again, and along past the Magazine Room we come to our much-needed secure storage area, again part of the 'Sideways Extension'. This will become even more useful when the Bulleid seating is finally brought out and put into place in the carriage. This will liberate a great deal of space and allow us to make more sense of long-term storage of other items stored in there.

Beyond that again is the very, very important Mess Room which due to John Heaton's efforts only very occasionally really looks a mess. It is the warm bolthole for our employees and volunteers.

The 'Sideways Extension' finishes as we come near the workshop with toilet facilities for all: a very necessary part of being an accessible Museum and visitor attraction.

So: Trevor, get the cake ordered! We will find an appropriate decoration for this and we will toast all those who had the foresight to squeeze a sideways extension on to our museum 'shed' ten years ago, and in particular those who supported the special appeals which allowed it to happen. If you were one of these – thank you, again: and do come along to the AGM – and Trevor will ensure you have a piece of cake!

Our carriages

We now turn to the main focus of our activities: our coaches and locomotives.

Of the carriages, the two receiving the most attention at the moment are our “Bulleid” coach No 1469 (designed in Southern Railway days, but built in 1950 by British Railways – at a mere 58 years old, our ‘modern’ coach), and our Great Northern six wheeler No 589, built 62 years earlier, in 1888.

First: the Bulleid coach:

‘Bulleid’, No. 1469

Recent progress has been steady rather than spectacular. However, much has been achieved since the last issue of our *Newsletter*. Notably, all of the body side cladding sheets are now secured in

position, with the screw holes filled and rubbed down. Other than for a small margin just around each window aperture (to allow for later welding), all of the panels have been primed and

Chris Smith has started to get serious in preparing the surface for final painting – which however remains some way off as yet.

Robin Bannier has completed fixing the waist strip all round the coach. Think of the distance involved – this is an achievement in itself! The glass has arrived and is safely stacked out of the way. Geoff Smith of Smiths Fabrications has now made the prototype window frame, which was very much to our satisfaction. He is now making the full complement – all 32 of them (inner and outer). Together with the special-section bars to go across the windows immediately below the toplights (already in position), these should be with us shortly, which will allow us to go ahead with the glazing. Once this major task is completed we can then go ahead with the ‘easy’ job of reinstating all the interior trim around the windows and then putting all the furniture back into the second saloon – heaters, seat frames, seating, mirrors etc. There will be plenty to do here! So, if you wish to join us in this work, midweek (preferably but not essentially Tuesdays) or weekends, please let us know. You will be made very welcome!

Removing the cladding sheets from the Keighley end, around the corridor connector, allowed us to further investigate the structural condition at that end. We found that water ingress – some of which could have been from the adjacent toilets – had resulted not only in rather too much rotten wood but also in significant



rust expansion immediately above the headstock, which had distorted the whole structure at that end of the coach.

Rather a lot of work removing not just the rotten wood but also a half inch or so of flaking rust and then getting the steelwork back to where it should have been finally resolved this problem – thanks go to all those involved. We now have the replacement panels for this end, which we will put in position after the now-missing wood is replaced. With the help of members of the North Yorkshire Moors Railway we have now located a suitable supplier for material for the new corridor connection bellows, needed at both ends of the coach, also a firm in York having experience of assembling this sort of thing. As this is a “can be done at any time” task and is independent of the main job of completing the coach’s cladding and glazing we have made

application for grant assistance towards this work. Success here is far from certain, but it will be very pleasing if we are successful with this request. As always we will need to find some money on our own account – hence the “mini-Appeal” you will find with this *Newsletter*.

Meantime, John Heaton continues to spend much of his time under the coach cleaning and painting the underframe and its various appendages. We’ve yet to

tackle the second bogie but have evolved a method of extracting it from under the carriage (we need it under our hoist, but it’s at the wrong end; and the coach is too long for Keighley turntable). Once we’ve done that, there will be lots more work to get on with!

So: progress continues – and the next “great leap forward” could be quite soon!



Great Northern 6 wheeler

The Great Northern 6 wheeled coach was mentioned in the first *Newsletter* of 1966, a mere 40 years ago. Our President Robin Higgins was at that time Secretary of the Trust, and in that *Newsletter* reported: “*Three weeks ago, B.R. offered the VCT a ex-G.N. six wheeled brake third of 1888. Examination showed that the coach is in remarkably good condition, with almost no structural alterations. Negotiations for the purchase of this coach are being concluded. The price is £80, plus the cost of transporting to Keighley, an additional £10.*” (Ah! - those were the days! Editor.) “*Funds are urgently required for this coach, which it is hoped will be running in a restored condition on the Worth Valley line by next Summer.*” In the event, the coach saw no passenger service on the Worth Valley. Extensive research over the years saw it relabelled as East Coast Joint Stock and then with irrefutable evidence back to its Great Northern roots as No. 589. Progress with this coach has been hampered by springs. We just don’t know why so much of VCT’s activities revolves around springs – but this certainly is the case! The six rebuilt axle springs were returned some time ago and were put back in position in quick time, only to find that the buffer height was well above the permitted value. Chris Smith successfully adjusted things to bring this height back within specification, but we can’t be certain of this until the coach has had a (literally) “shake down” trip, for example up and down Ingrow Yard a few times. Snag: we can’t move the coach until the two drawbar

The ‘Chatham’ stars again

The other coach which has received attention in more ways than one since the last *Newsletter* is our South Eastern & Chatham Railway designed/Southern Railway built ‘matchboard’ coach No. 3554. Granada TV selected the coach as being just what they needed for two interior scenes in a two-hour period drama, set in the dark days of World War Two. Note the word *interior* – you won’t see anything of the *exterior* of the



springs are returned, as until these are back in position we can’t put the drawbar and the drawhooks back in position. Major snag: after a very long delay, Owen Springs of Sheffield advised that these springs are beyond repair. We have ordered replacements, but this means a further two months or so delay. Incidentally, although superficially very similar, the two life-expired drawbar springs had different numbers of leaves – 20 for the obviously older and probably original one, 14 for the other. The replacements will be to the earlier design.

In the meantime this carriage is immobile and there is virtually no further work we can do for the time being. Only after the springs are back in position can we check the buffer height, put the brake rigging and the footboard support brackets back, or replace (as is very necessary) the footboards themselves. It’s very frustrating!

Unfortunately thus far no one has come forward to offer assistance with an “academic survey” of the vehicle to help in planning the eventual restoration of this coach’s body. Once we’ve got over the drawbar spring problem we will have a body urgently needing restoration sitting on an immaculate underframe: and things are going to stay that way until we have a clear idea of the way forward for the restoration of the body. If you feel that you can help overcome this impasse, please contact your Secretary!

carriage on your TV screens.

The plot of the drama is set in the war years and carriage lighting was required. The Chatham’s battery included cells which were comfortably over a quarter of a century old and was definitely life-expired. These were replaced by modern “leisure” batteries, these being of a type likely to give good service in our circumstances.

Also the film people needed blue-painted light bulbs as they were (so we are told – we are too young to know!) (well, some of us are!) used during wartime blackout periods. We obliged by painting two bulbs blue, which seemed to keep everyone happy. On the day of the filming the carriage was shunted to just outside the front of the Museum and quite a lot of it was draped in black material spread over a scaffold frame. The actors disappeared into this black tent (as seen in the photo) to enact the two scenes which take place during the night. It’s not often that one is on a film or TV set but sees absolutely nothing of the action! Entitled *Housewife, 49*, the programme has been adapted from the real-life wartime diary of housewife Nella Last of Barrow-in-Furness. It charts the lives of Nella, her family and her friends as the war progresses. Our scenes were filmed with

Victoria Wood (who wrote the screenplay) and Jason Watkins – both seen in Paul Holroyd’s photo (below) enjoying a moment of relaxation outside our Museum. Some of the filming took place at Keighley using locomotive No. 41241 and Mark 1 suburban carriages. The work with the Chatham started at 5.35 pm when there was a first rehearsal and was finished by 7.15 in

the evening – but not before we had sold copious quantities of ice cream and soft drinks to the film crew on what was an extremely hot day.

We then created our own web page about the filming, and send out press releases to the local and national media. Thanks to some hard work by webmaster Philip Walton, our *Housewife, 49* web page went live on the evening of Sunday 16th, at the usual address:

www.vintagecarriagestrust.org

We were pleased to find that the new batteries in the Chatham coach are sufficient to provide reliable lighting in the present ‘usual’ three-coach rake – that is, the Chatham and the First Class and Nine Compartment Met. We should well and truly notice the difference the next time this rake goes out, which could be as soon as the three days of the Railway’s Autumn Enthusiasts’ Weekend.



Metropolitan Railway ‘Dreadnought’ coaches

The last *Newsletter* mentioned the Metropolitan coach destination boards being made to replicate some kindly loaned by London’s Museum of Transport. Chris Smith made the actual boards, which were then painted and lettered by graphic artist John Holroyd, who has so often in the past helped the Trust in matters graphic. John completed these boards in time for two of them to be used on the Nine Compartment Met when it went out as part of the Railway’s Vintage Train on 2nd July. The others are now in position on the other two Met Coaches. All look well, and add very usefully to the overall appearance of these coaches.

Those who were able to see the Nine Compartment Met in service on the Railway’s Vintage Train of 6th August will have noticed that it’s had a major “wash and brush up”. John Heaton, its Caretaker, gave the coach a very good wash which was certainly needed after it had played the part of *Annie* or maybe *Clarabel* at the National Railway Museum behind a very sooty *Thomas* (or for most of the time, *Percy*) for a whole week. Chris Smith then gave the coach a coat of varnish, followed by a clean and a coat of black paint for the coach ends and for the handle surrounds etc. As demonstrated by this photo, taken at Oxenhope on 6th August, the coach (complete with “Wembley Park” destination boards), now looks *very* presentable!



Vintage Trains and other Special Events

Apart from our Nine Compartment Met, the other coaches in the Railway's July and August Vintage Trains were the Lancashire & Yorkshire Railway Trust's six-wheeler No. 1507 and Hughes Brake, together with the privately owned North Eastern Railway Saloon (the "Old Gentleman's coach" of the film *The Railway Children*). Rather elegant cream teas were being served to those who managed to book a place in the Saloon. Tea or coffee and cream scones and strawberry jam are a very pleasant way to spend an afternoon!

We would mention the sterling work done by Jason Astley on the first of this year's trains when he sold more than forty pounds' worth of our Guidebooks to the passengers. We have other Members who kindly volunteered to help with advertising and stewarding our part of the Vintage Train. All these jobs need to be done by someone: please let us know if you can help, even if it is only for part of one day.

The dates for the Railway's Vintage Trains for *next* year are 3rd June, 1st July and 5th August 2007 and we

Locomotives

Bellerophon

There has been no visible progress, but we are assured that there is good news in that the locomotives in the queue ahead of *Bellerophon* are now back in action, which should clear the way for further work on our locomotive. Our Chairman Trevor England will be visiting Foxfield in the near future to discuss this ongoing project.

Sir Berkeley

Ian Riley at Bury has now completed putting new tyres on to the wheelsets (as seen in Robin Higgins' photo, right), which should be back to the Middleton Railway in the very near future. This could have been a major hold-up, so we are delighted that this exercise has now been dealt with. Meantime, Messrs Israel Newtons at Bradford are on the finishing straight with the new boiler, which again should be complete and back to Middleton in the near future. With the approaching end of the main holiday season, and with both the boiler and the wheelsets very shortly back at Middleton, we anticipate real progress over the next few months.

Membership News

Our Membership Secretary, Malcolm Clark, writes: "A final 'thank-you' to everyone who has renewed their membership for this year – every year we lose some members but this year was one of our best with only 29 members who have not renewed.

Fortunately, new members continue to join and replace those who leave us and we welcome the following new members – in some cases, an apology and a belated welcome since there wasn't enough room in the last *Newsletter* to include you.

would suggest you note these dates in your diary. They are well worth the visit.

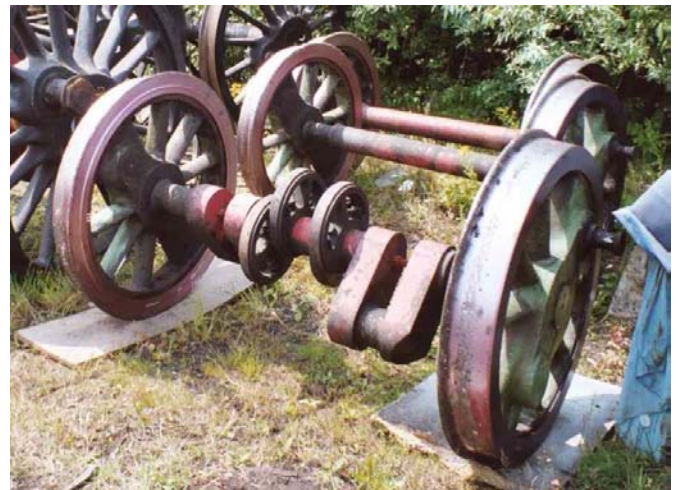
In the meantime, and for the fairly near future, please note that it is hoped that three of our coaches will be in use on the Railway for all three days of the Autumn Enthusiasts' Weekend, which is Friday 13th, Saturday 14th and Sunday 15th October. Again, it is hoped that our Great Northern bogie coach No. 2856 will be added to this train on the Saturday and Sunday, when it will be available solely for the use of VCT Members and invited guests.

Put these dates into your diary, now – but please note that these are provisional arrangements and are yet to be confirmed.

As always, if travelling a distance please first check with our website www.vintagecarriagestrust.org or the Railway's information line on 01535 647777 or with our Museum on 01535 680425.

Lord Mayor

The *Industrial Railway Society Bulletin* has reported *Lord Mayor* being seen "in steam at Ingrow 18/2/2006." If only!! It's amazing how effective was the "oily rags in smokebox" exercise on the Railway's Spring Enthusiasts' Weekend!



Grace Partington (Bingley), Robert Steers (Bradford), Jake Smith and Will Emberton (Hebden Bridge), Victoria Carr (Pocklington), Brian Russell (Harrogate), David Lynn (Bingley), Liz Hearn and Edna and Roger Furniss (Oakworth), Keith Moore (Silsden), Mr W J Salt (Grimsby), Mr J A Hawksworth (Hebburn), Richard Muncey (Hebden Bridge), Kevin Carr (Huddersfield), Philip McGowan (Todmorden), Mr R Halet (Ingrow), Joseph Tolond (Yeadon), Mr C W Jagger (Rawdon), Charles Hall (Haworth), Mr P J Whittle (Harrogate), Chris Cordner (Silsden), Ian

Leedam (Burnley), Holly Barr (Pocklington), Terry Sisquin (Edinburgh), Brian Robinson (Oxenhope), Shaun Whitehead (Rochdale), Mr A W S Stevenson (Mablethorpe), Paul Rigg (Hebden Bridge), Mr C Starkey (Cononley) and Mr and Mrs S Crawshaw (Silkstone Common).

Dates for your diary

The annual **Carriage & Wagon Restorers Weekend** will take place on the North Norfolk Railway on Saturday 9th and Sunday 10th September. If you are interested in attending this, please contact Andy Phillips or Nigel Scarlett at the North Norfolk Railway.

In parallel with this Weekend, Richard Gibbon and Michael Cope will be heading up what should be the annual informal meeting (except that we've managed to miss one!) of those involved with "on the ground" work for the **carriage survey**

<http://www.vintagecarriagestrust.org/se/search.asp> and now also for the **wagon survey**

<http://www.vintagecarriagestrust.org/ws/wsearch.asp> If you would like to help with surveys and photos covering both carriages and wagons, please contact Michael Cope. There's also a new survey "in the pipeline", being for horsedrawn railway vehicles – further information about this is available from Chris Smyth.

The Railway's Autumn "**Days out with Thomas**" will be centred on Ingrow and will take place on Saturday 16th and Sunday 17th September. If you are able to help look after our Shop and Museum, now's the time to volunteer!

The **Heritage Railway Association's Autumn Meeting** also will be held that weekend, based on the Great Central Railway.

Other Notices

Working Weekends take place at our Museum on the **second full weekend of each month**.

So: dates for the next six months are: **August 12th/13th, September 9th/10th, October 14th/15th, November 11th/12th, December 9th/10th and January 14th/15th**.

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.

Your membership is very welcome in itself but, if you would like even more satisfaction from being a part of VCT by helping in a practical way, please get in touch with us – we can find jobs to suit everyone and there's no obligation in having a chat with us about what you might like to do."

We've already mentioned the Railway's **Autumn Enthusiasts' Weekend** – more properly, the **Autumn Steam Gala** – to be held on Friday 13th, Saturday 14th and Sunday 15th October and which hopefully will feature up to four of our carriages.

With the help of Jim Pickles' organisational skills, the **Aire Valley Vintage Machinery Club** will be holding a "**Crank Up**" in Ingrow on Saturday 21st and Sunday 22nd October. These are also the dates for the Railway's **Beer & Music Weekend**, centred on Oxenhope Exhibition Building and starting on Friday 20th October.

As previously mentioned, **our Annual General Meeting** will be held on Saturday October 28th at 2 pm. Those who are also Members of the Keighley & Worth Valley Railway Preservation Society may like to note that the **Railway's Annual Meeting** will take place at 7.30 pm that evening at the Oxenhope Community Centre, as previously.

It's still well in advance, but as previously suggested you might like to note the dates for the Railway's Spring and Autumn Enthusiasts' weekends for *next* year: these are 17th/18th February and 12th/13th/14th October 2007. The planned dates for the Railway's Vintage Train Days for 2007 are 3rd June, 1st July and 5th August. The Railway will of course decide the rolling stock for these Vintage Trains much nearer the day, but a good show is confidently expected!

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!

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.

And finally – here’s two photos to remind us “what it’s all about”.

Firstly, to the right one taken by Sam MacDougall showing our three coaches on the Railway’s Vintage Train, Sunday 4th June



...and secondly (below) a working Manning Wardle locomotive in Uruguay – a quite close relation to our own *Sir Berkeley*.

We are impressed also by the tender and by the passenger accommodation.



Ian Smith provides the Technical Note: “*The photo shows Central Uruguayan Railway No 2, delivered [by Manning Wardle] to that railway in October 1890. This was one of a pair of locos built for that railway, which differed from the usual "Standard" range in various details. For that reason, they were always regarded as “Special” rather than “Standard” types. They had 11" cylinders and were more or less the same as Manning’s “Old Class I” design. A works photo shows it with a huge oil lamp on the front, reminiscent of locos in the “Wild West!” It is now preserved in working order in Montevideo, interestingly not far away from MW 1045/1887, which is an example of the “Old Class I” upon which she was based!!*”

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