



# Vintage Carriages Trust

## Members' Newsletter: December 2011

**Firstly, we take the opportunity to wish all Members a Happy and Peaceful Christmas and a good New Year.**

We are reminded that this coming New Year is the 50<sup>th</sup> Anniversary of the founding of the Keighley & Worth Valley Railway Preservation Society – watch out for the celebrations. Remembering the important part played in the early years of the Railway by carriages now part of our Trust's Collection, these celebrations are expected to involve at least some of them: look out for further information!

As usual, we have decked out our Shop for the festive season. This has been very much led by Susan Stephenson, seen to the right adding the final touches to the Trust's very own environmentally-friendly, reusable, Christmas tree.



### **Sir Berkeley**

Just for once, we start this *Newsletter* with mention of one of our three steam locomotives – *Sir Berkeley*.

Even locomotives can take a holiday occasionally and *Sir Berkeley* is no exception as Ian Smith explains:

"It was in 2010 that we received a request from the National Railway Museum's outpost at Shildon, County Durham, for *Sir Berkeley* to spend the 2011 season as one of their resident steam locomotives, working alongside *Furness No 20*. The opportunity was too good to miss and thanks to our friends at the Middleton Railway a deal was set up to allow *Sir Berkeley* to spend 2011 "Oop North".

In early 2011, Anthony Coulls, Senior Curator of Rail Vehicles at the NRM and with special responsibility for NRM Shildon, accompanied by Pamela Porter and Richard Pearson visited Middleton to see the locomotive in steam and get a feel for its operation, ably instructed by Middleton Railway Trust's Chief Mechanical Engineer Steve Roberts. Once that was done, the locomotive departed northwards a few weeks later.

The first operating session was on the May Day Bank Holiday when the loco operated the steam service between the Museum entrance and the main building. Of course, crews were surprised at just how responsive the loco is – “he” caught them out once or twice! The open cab was wonderful in the sun, but the crews weren’t quite as pleased with it during a rain shower or two! What was particularly interesting for me as a VCT member was the way in which passengers and crew could interact, with the loco’s bunker being next to an open brake van veranda. In this way the passengers were able to observe what was going on. From an educational point of view, *Sir Berkeley* fulfilled all of its promise at Shildon, especially since the crews were able to allow people on to the footplate between runs on quiet times during the day.

*Sir Berkeley* was also centre of attention on two special occasions. These were when it was steamed for representatives from the Japanese Railway Museum, and later on for a new trustee of the NRM’s parent body, the National Museum for Science and Industry (NMSI).

However, as far as VCT was concerned the highlight was on Sunday 2<sup>nd</sup> October, when we decided to celebrate the official birthday of the locomotive. Although actually constructed in 1890, for some reason the engine left the works with an 1891 works plate and this is usually recorded as its build date, hence it was 120 years old this year. To celebrate this fact, we agreed with Locomotion that we would hold a special birthday party for the engine. Pam Porter from Shildon made contact with some local schools resulting in a painting and colouring competition with small prizes for the best which were presented to the winners. A VCT contingent led by our Chairman Trevor England joined the party bringing along not one but two birthday cakes. One was for public consumption and one as a thank-you to the staff at Shildon for all their efforts with the engine during the year. Curator Anthony Coulls even fed the engine’s fire with a piece of its own birthday cake!”

The photo on the previous page shows *Sir Berkeley* in operation at Shildon on this day, with Anthony Coulls at the controls. That to the right shows Jackie Cope giving an Award “goody bag” to a slightly reluctant prize-winner – Pam Porter and Ian Smith behind, with Anthony Coulls (somewhat obscured) behind them.



### ***Bellerophon***

Ian Smith again reports, this time for our other operational locomotive, *Bellerophon*:

“Whilst this past year most of our attention has been with *Sir Berkeley*, our historic well tank locomotive *Bellerophon* has been working happily at Foxfield Railway with brief visits to Ludborough and Loughborough early in the year. However, 2012 is going to have to see some work being done on the old girl, whose axleboxes are beginning to show their age and condition, with much banging as the loco moves around. Also needing attention are the valve chests, which may need some serious work also, but until we can thoroughly examine them in the closed season, we’re not sure exactly what is required. This should come as no surprise to those involved in the restoration business as we are after all dealing with a *very* old locomotive!

It is intended that the VCT and the Foxfield Railway will have an on-site meeting in the New Year to examine the loco and decide on the best course of action to keep the loco serviceable for the foreseeable future. We will report progress via our web site – if you have a special interest in the “old girl” and are not into “webs” and “twitters” do put pen to paper with your queries. The same goes for any part of the Trust’s activities: we are very willing to keep you in touch with our activities.”

### ***Lord Mayor***

Our third locomotive, *Lord Mayor*, has enjoyed an uneventful life in recent months. This may be uneventful but is nevertheless important, allowing many children (as we’ve said before – of all ages) to enjoy climbing up the steps on to the footplate and to enjoy “driving” this small locomotive. *Lord Mayor*’s sound presentation has been reinstated with the locomotive now again at the front of the Museum, which helps towards our aims of education, enjoyment and enjoyment.

## Membership matters – and new Subscription rates

How quickly the year has flown by! Here we are in December, and it's Subscription time once again. As we have said many times previously we are surprised, delighted and even humbled by the support given to the efforts of our volunteers and workers in making the VCT the strong organisation that it is. It is because of this support that we have managed to keep our Membership fee down to £8 for the last three years. However there comes a point where we have to do the sums: and, with regret, we have had to raise the annual subscription rate for 2012 to £10.

Those Members who have been paying the basic £8 Membership by Standing Order (STO) will already have received a new Standing Order form from our Membership Secretary Jeanette Achilles, allowing them to make the change to the new £10 rate. We are very grateful to all those who have returned this so promptly so that the change will be dealt with by the bank early the New Year.

Other Members who are not yet using the STO procedure (which is simple, and cheap!) or who would like to increase their existing Standing Order provision are invited to ask Jeanette for the necessary form. This could be by writing to her at the Haworth Station address, or by email to [admin@vintagecarriagetrust.org](mailto:admin@vintagecarriagetrust.org). Once you have completed the form, please return it to Jeanette (not to your Bank) for her attention.

*Jeanette adds: "The increase in the annual subscription fee was agreed by those Members present*

## Annual Meeting

The minutes of the VCT Annual Meeting for 2011, held on Saturday 15<sup>th</sup> October, are enclosed with this *Newsletter*. The meeting was not quite as well attended as some years due in part to the fact that it was not the same day as the Worth Valley Railway's (delayed) Annual Meeting – many people like to attend the two together on the one day. It was still a very good meeting and was preceded by a buffet (in part home made by our Honorary Secretary Dave Carr – thanks Dave!). Aside from the normal business of any Annual

## Sales: progress continues

Our lively Members (and others!) keep us busy with queries by letter and email, often containing useful contacts and information. We regularly see some of them in the Museum, often peering into the Workshop at their favourite project.

Quite a number are also regular visitors to our shop and magazine room, being fortunate enough to live within easy travelling distance. Many come bearing donations of books, magazines and even hardware. Often, we are delighted to say, they also *leave* bearing books, magazines and even

*at our Annual Meeting and comes into effect in January 2012. This is the first rise for three years in an increasingly difficult financial climate. However, if you would like a real bargain you can upgrade to Life Membership at the old rate of £240 if you subscribe before 31<sup>st</sup> January 2012. As the new rate is £300, this represents a handsome saving of £60.*

*We are very grateful to our Members for continuing to support us financially and continue to be amazed at their generosity and interest in the work we are undertaking and the up-keep of the Museum building."*

We welcome the following **new Members**: Robert Macdonald (Halifax), Andrew Hatfield (Bradford), Ralph Cryer (Leicestershire), Robert Smith (Keighley), Martin Vesely (Halifax), and Barry Slater (Huddersfield).

**The late Raymond Moss:** We are sorry to report the death of Mr Raymond Moss (Cork, Eire). Raymond moved to Eire some years ago. His contact with the Trust came through his donation to the Trust of several Edward Exley carriage models (Edward Exley is a well-known Bradford based name in the world of models). We are now using some of these models, together with further models donated by Edward Exley's daughter, in the Ingrow Station lay-out which Michael Massey describes later in this *Newsletter*. Raymond was a generous supporter of the Trust and will be missed.

Meeting, the highlight of the meeting was Richard Gibbon (VCT's Curatorial Adviser) accepting the much-coveted "Wallis & Gromit" Award, which is given for services over and above the call of duty. The Trust is ever grateful not just for his attendance at meetings (which involves a car journey from York and back) but also for his technical advice and ever positive attitude to any situation. The Trust would not be in the strong position it is today without his enthusiasm and support.

hardware big or small – thanks to Keith Pitts' work midweek (except Tuesdays, when it's Mike Halcrow as a volunteer) and our wider volunteer team at a weekend (including in particular – yes, you guessed it – Mike Halcrow!).

We rarely turn any donations away. The only exceptions are *replica* items, or items which are not connected with railways, or mains-voltage electrical items (this includes model railway supply transformers and the like).

Other donations are from further afield and have to be collected. So long as distances are realistic we are pleased to do this. For example our Secretary Dave Carr recently hired a Transit van to travel from his home in Pocklington to Darlington to collect books, magazines and assorted other items. These included a Midland Railway block instrument and a number of pictures. All these were donated to the Trust. Some items will go into our Collection for display; others will be put on sale – as always, to help the overall work of the Trust.

We have been instructed by Paul Holroyd not to mention the magazine room activities. However we cannot let pass the massive amount of work

### **Richard Gibbon's NRM Exploration**

Well over forty VCT Members joined Richard Gibbon's exploration of the National Railway Museum: "Familiar objects – Hidden Stories". Richard said he was going to unlock the magic stories behind familiar objects and judging by the response he was very successful.

Michael Cope was impressed by the description of how the glass lining got into the milk tankers. Philip Walton remembers the story of the milk tank which Richard pointed out even though

### **Our Bulleid coach: new interpretative installation**

The VCT certainly added a bright touch to the Worth Valley Railway's Autumn Gala with a second outing of the 'Bulleid' and the South Eastern & Chatham Railway carriages in their sparkling early British Railways Carmine and Cream livery. They are both now spending the winter in the Museum, gangwayed together so that visitors can gain the experience of moving from one to the other. Once into the Bulleid open coach, visitors are able to view a brand new interpretative installation. This has been made possible by a Museum Development Grant from the (former) Museums Libraries & Archives Council under their "Renaissance Yorkshire" programme. This grant totals £1,400 and includes also enhancing the lighting within other coaches in the Museum – Philip Walton is well on with this part of the project. The already-completed installation within the Bulleid consists of a monitor and associated solid-state video equipment allowing visitors to sit and watch a short presentation about the Bulleid coach itself. As shown in Paul Holroyd's photograph, the monitor fits into the space otherwise occupied by one of the picture frames at the end of one of the Bulleid's two saloons. Philip Walton attended to the electronic hardware and its installation, whilst Michael Massey created the video itself – our thanks go to each of them for this excellent work. Each has brought their particular expertise to this

recently carried out to ensure that there is now space for another year's worth of magazines as they come in – this being for the year 2012. Jack Procter, Mike Halcrow and Paul Holroyd plus others have once more managed to stretch the walls of the magazine room yet still keep within its confines.

There is still some way to go to rationalise our magazine stocks but great progress has been made and we are now ready for 2012. This has been much helped by our new Retail Management System (a.k.a. the electronic till), which as Paul Holroyd says is "providing valuable information to help the Committee to make informed judgements based on hard factual evidence".

labelled "United Diaries" had a map of the United Kingdom with no sign of anything north of Hadrian's Wall!

It is possible to see reproductions of the Bourne artwork in such books as "Lives of the Engineers", but as Dave Carr says: "seeing the original, pristine artwork was a wonderful experience!"

We have several letters of thanks to pass on to Richard for what obviously a very successful afternoon.

project, and we leave it to Michael Massey to tell the story of his involvement, putting the blame for this and other projects around the Museum on Chris Smith!

He writes: "While visiting the Museum on holiday 18 months ago, I got into conversation with Chris about being a volunteer for VCT. One of the great things



*about volunteering is the chance to do things which you thoroughly enjoy, but can also be a contribution to a wider effort. You also get to meet and work with a friendly, welcoming and supportive bunch of like-minded people. Nowhere have I found this to be truer than at VCT.*

*My wife and I come to Yorkshire once a month (she is Chair of a charity which is based in Yeadon) and I was looking for something to do. When I mentioned video production as one of my interests, Chris suggested I talk to Jackie. The result is I have had great fun producing the in-coach video for the Bulleid Carriage and hope it proves interesting and informative for visitors. I have been working in and teaching about various forms of moving image for many years, and it was really enjoyable to put all of this to good use for VCT.*

*I should like to take this opportunity to thank Michael Walton, Chris Smith and Robin Bannier for agreeing*

*to be interviewed, Jackie Cope for at my request conducting the interviews (a rival for Jeremy Paxman?), and lastly Philip Walton for his advice, helpful comments and technical expertise."*

The Renaissance Yorkshire programme seeks to "increase the number of users [of the Museum] and improve the quality of their experiences". We are sure that this part of the Grant award has been successful in this aim. Next time you visit do come along and sit in the Bulleid coach and view the video which Michael and Philip have created with their various and varied expertises which as a Trust we are very pleased to harness.

## **The Workshop: our Great Northern six-wheeler**

Excellent progress continues. Stuart Mellin has attended to a great deal of woodwork, with the result that the ceilings and the bulkheads are now finished. The latter includes the half-round rubbing strips for the luggage racks – which themselves are as yet some time away. Ian Wild has dealt with repainting all these. As can be seen in the photo below, Stuart has now removed many of the external panels. Quite a number of these are plywood, in various stages of dilapidation; the plan is to replace these using the teak we have had in stock for some time past. To help with colour matching, the panels will be put back in position with all the new panels on one side and all the satisfactory "old" teak panels the other. Stuart and Ian are now concentrating on cleaning up not only all the reusable panels but also the body framing itself.

Meantime, the roof canvas is now in position and awaits the first of several coats of paint once the bedding compound has dried sufficiently. Anticipating this, Stuart has very recently cut the necessary timber for the roof gutters – even for just a six-wheeled carriage this is not a small job! He previously had reinstated the roof ribs above the Guard's compartment (which were in good

order) and also remodelled the two Guard's compartment roof lights (which weren't). Several trips to the brass foundry (conveniently located in Keighley, and definitely a Heritage organisation itself!) have resulted in us now having the required number of door bump stops, which Mike Holmes has cleaned up and painted ready for eventual use. The foundry has also provided aluminium castings needed to complete the kits of parts to replicate the several Pope's gas lamps for this carriage. These, together with steel rings fabricated by Messrs Powerrun, means that Robin Bannier is now nicely started on replicating the entire gas lighting system for this carriage – a specialist skill he practised a year or three ago on the Great Northern bogie coach No.



2856. With only ten years between our two Great Northern carriages, there is a degree of commonality between the two – including the gas lighting systems. We've recently been joined by new volunteer Bob Smith who has tackled the exciting task of fettling the gas lamp castings – more exciting things will doubtless follow! Paul Holroyd's photo (left) shows this coach in its present condition. Absence of the lower and some other panels gives the coach a rather sorry appearance, but this is deceptive: good progress is made. The other photo (above) shows Stuart Mellin using heavy artillery (a belt sander) as part of the cleaning-up process on one of the "old" teak panels.



## The Workshop: the Metropolitan Railway Brake

At the time of the September edition of this *Newsletter* Messrs Powerrun were about to design and make the necessary jacking supports to carry the body of this carriage. This duly took place, with the body being lifted a further few inches with its weight being taken by these floor-standing jacking supports. Then running out the underframe proved to be very straightforward – thanks are due to Messrs Powerrun for the simplicity, effectiveness and safety of the methods used.



This left one half of the underframe being accessible, with considerations of available space meaning that the other half is still under the (supported) body. This second half will have to take its turn and will involve a trip to Keighley turntable! Closer inspection of the now-accessible steelwork confirmed that the corrosion problems were indeed limited to the outer edges.

This was primarily the top outward facing edge of the L-section making up the outer longitudinal members of the underframe. Much of this had corroded away to be nearly or completely non-existent. Similarly, the 3/16 inch thick steel sheet which covered the whole of the underframe was in fairly good order near the centre of the underframe but was very severely corroded at the outer edges, to the extent of being non-existent for quite significant areas. The same comments applied to the cross-members providing support to the steel sheet – good in the middle but very poor at the outer edges. Also, the whole underframe was very dirty, rusty in parts and in urgent need of painting.

Having removed the remnants of the steel sheet, cleaning and painting the metalwork of this half was very dirty, very noisy (for the cleaning, that is) but quite straightforward – thanks go to John Heaton for his help here.

Fortunately, although the challenge of the steelwork is a significant one – including in time and in money! – it is relatively straightforward and is a challenge to which Chris Smith is responding admirably. Thus far he has welded in new steel to make good the top web of the outer longitudinal: has welded in new cross members: and has made good the body mounting brackets where needed – again, these are towards the outer edges of the underframe and had been affected by corrosion.

At the time of writing we await delivery of eight 3/16 inch sheets of steel to replace the corroded material. These should arrive cut to the required dimensions, which means that once they are painted they can be secured into position. Hopefully this will be started before the New Year – which means we will be asking the Railway for use of the turntable at Keighley probably in the worst of the January or February weather! “All” that will then remain is to put the completed half of the underframe back under the (still supported) coach body: to repeat the exercise for the other half of the body: and to put the body back on to the underframe.

We are very hopeful that all this can be completed in time to allow this coach together with our other two Metropolitan Railway carriages to be available for the 150<sup>th</sup> Anniversary Celebrations of the Metropolitan Railway, which start in January 2013. Which isn't that far away!

We should be delighted if you are able to support this project financially and would like to send a donation. The jacking and support arrangements were carefully thought through but nevertheless were expensive. Paint is costing us a surprising amount – and steel is currently *expensive!* So: we'd be very grateful for any financial (or other) support you may like to offer!

Points to note in the (recent) photo include that the corroded top plate has been removed: the side longitudinals now have a robust top web present: and that the underframe itself has been cleaned and painted. Just half of the underframe is visible, with the other half still being under the (separately supported) body. Chris Smith is using an angle grinder to help remove one of the failed cross members. Note the Great Northern six wheeler just visible in the background, and to the right the Midland six-wheeler, patiently awaiting its turn for restoration.

## Backwards extension

The plans mentioned in the last *Newsletter* are progressing steadily.

They look towards the small parcel of land at the back of the Museum building on which to extend the workshop. There are many things to take into consideration and our Vice President Bill Black is

still very actively pursuing them. Would Members who are especially interested in the progress of this project please contact us by letter or by email. We will of course give further progress reports in future editions of this *Newsletter*.

## Visitors

There is rarely a day goes by in which we do not see one or other of our more local members and friends wandering in, sometimes to purchase something even if it just a cup of coffee but often just for a chat and a look around to see progress. As you read in Michael Massey's piece it was his chat with Chris Smith that led to his joining the Trust and becoming a working Member.

Midweek, Keith Pitts or Mike Halcrow are very pleased to see all and make them welcome. We do however occasionally have to wash behind our ears and welcome those "movers and shakers" from the world of museums and tourism which are all part of our successful development. One example of this was the visit of Clare Morrow who came as the Chairman of 'Welcome to Yorkshire' at the invitation of Trevor to his Chairman's Day in 2010. More recently Cluny Macpherson, the Regional Director of the Arts Council in Yorkshire, spent the afternoon being shown round by our Chairman and in discussion learnt of the (to him)

completely new world of railway carriage restoration. Cluny is an important contact as the Arts Council England has now taken over the lead role in all matter appertaining to Museums.

More recent still was the visit from Matthew Tanner MBE. In his day job Matthew is the Chief Executive of the 'ss Great Britain Trust' which looks after the famous ship designed by Brunel and now preserved at the Great Western Dockyard at Bristol, well worth a visit if you are in the area. Matthew has a good appreciation of VCT's restoration work even though carriages don't float. His visit was however very much in his other role as Chairman of the Association of Independent Museums (AIM), of which our Trust is a Member. A very constructive discussion took place between Matthew and our Chairman and those committee members who could get a day off from work, on today's economic difficulties countrywide and ways in which we should be looking towards the future.

## Congratulations

Our congratulations go to our close neighbours the Bahamas Locomotive Society on the successful steaming of Webb 'Coal Tank' No. 1054. This locomotive has been owned by the National Trust since 1963 and has been in the care of the Bahamas society since 1973. It's an indication of the way that time passes that this is now the *third* full overhaul BLS has undertaken on this locomotive. The official relaunch of 1054 is planned for early in the New Year and there is a possibility that VCT may be loaning two of our coaches for the occasion – but as we cannot provide steam heat this is far from certain!

Our congratulations go also to our friends the Lancashire and Yorkshire Railway Trust for the completion of Lancashire & Yorkshire Railway Club Carriage No.47 after its eighteen-year restoration. This was very successfully launched on 28<sup>th</sup> September: memories of the day include the symbolic (and with very generous portions) Lancashire and Yorkshire cheeses with rather fine cake offered to all guests on that day. We anticipate seeing the Club Carriage in operation quite frequently over this coming summer.

## Ingrow model

Michael Massey, not content with the Bulleid project, is also pressing on with his model of Ingrow Yard which is laid out in one of the display cases on the rail side wall. He writes:

*"I was delighted at the acceptance of my proposal to build a 4 mm scale model of Ingrow West Station and Yard, to incorporate VCT. Thousands of photographs, measurements and sketches later I was ready to lay the basic outline for the model. I have taken considerable degrees of modeller's license in order to squeeze a lengthy bit of full-size railway on to a 12-foot layout. Obviously the Ingrow Tunnel provided a neat 'scenic break' at the southern end, but the northern end was more challenging, meandering as it does in a leisurely fashion down the slope towards Keighley, with no clear break. After much thought I decided to bring the road bridge much closer to VCT than current topography might allow.*

*Virtually everything on the layout is scratch-built, except the rolling stock which is a legacy from a previous modeller, but I will be replacing some of the larger items with more permanent structures as time goes on. The final plan is to get something running by means of push-buttons for the visitors, but the reliability of the rolling stock is proving shaky at the moment.*

*The model is still a work in progress, and if any other Members want to get involved, we would be happy to welcome them."*

If you have an interest in this model please feel free to contact Michael Massey either by post, c/o VCT at the Haworth Station address, or by email at the address at the foot of this page. We will be very happy to pass your messages onwards to him.



## 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@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.

**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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