



Vintage Carriages Trust

Members' Newsletter: September 2013

It's Annual Meeting time! So, this is to advise you that:

**The Annual Meeting of the Vintage Carriages Trust
will be held at our Museum on Saturday
19th October 2013 at approximately 2 pm.**

You are invited to attend this meeting. You will find full details, including the Agenda for the meeting, on the loose sheet enclosed with this *Newsletter*. Note that the programme for the day includes a trip on the Worth Valley Railway, hauled by the Bahamas Locomotive Society's locomotive No. 1054 (the "Coal Tank"). On this train we will have exclusive use of our "Chatham" coach No. 3554. As you will see on the enclosed sheet, this is *before* our Annual Meeting: hence the "just in case" "approximately"! Minutes of last year's Annual Meeting (held on Saturday 20th October 2012) will be available at this year's Meeting. These are now available on the Trust's website www.vintagecarriagestrust.org Alternatively please write to our Hon. Secretary Dave Carr at the Haworth Station address should you wish a printed copy to be sent to you by post (sae please).



Timmins completing the lettering on this coach, whilst that to the right shows how he built up the "GNR" crest. Do come to the Annual Meeting (or any other time if you can't make this date) to see the end result. Bob and his son Ralph certainly have done an excellent job here.

Over the years our Museum at Ingrow has developed into a well-known tourist attraction. However, the Trustees and Committee have throughout been very keen to stress that it is not the *building* that has made the Museum of Rail Travel such a success. The Collection seeks to tell the story of railway passenger *travel* and should therefore *not* remain static in any way. It is we stress in all ways a "**Museum on the move**". Never before has this been better illustrated as in this Summer of 2013 as parts of the Collection have travelled the country enhancing several events on other sites. At the same time things are far from static in the workshop. The Great Northern 1888-built six-wheeler No. 589 is now very close to full completion. The photo left shows Bob



Perhaps the best news of all is that a start has been made on the restoration of our 1886-built Midland Railway carriage No. 358. Once completed – which won't be just yet! – there will be the opportunity of seeing and even experiencing travel in a Midland carriage on the Worth Valley Railway, which was of course a Midland Railway branch line!

Metropolitan Railway 150

Celebrations of the 150th anniversary of the world's first underground railway continued to dominate the scene in the Greater London area. These celebrations included events at the Buckinghamshire Railway Centre at Quainton Road and at the recently-opened Epping Ongar Railway. Our three Metropolitan Railway carriages took part in the celebrations at these two locations. As previously reported, Quainton Road is to be the home for the next five years of our 1919-built Metropolitan Railway Third Class coach No. 465.

Epping Ongar Railway

The Epping Ongar Railway uses former London Transport metals at the extremity of the present-day Central Line and as such is quite a distance from Metropolitan metals – but it is now the Heritage Railway closest to London. Our two other Metropolitan Railway coaches travelled South for this Railway's "London Underground Gala".

Chairman Trevor and Committee Member Ian Smith travelled to join in this Gala, as did VCT Members Bob Sprot and Michael Massey. Bob describes the event: "The coaches completed five round trips each day on the six

mile long Railway in the company of London Transport Museum's recently-restored 'Jubilee' First Class coach No. 353, which continued to cause such a stir in its superb restoration especially carried out for the Metropolitan 150 Celebrations. Motive power was supplied by a constantly rotating combination of Metropolitan 'E' Class Tank 0-4-4 No 1, GWR Prairie 5541 repainted in LT Livery as L150, GWR Prairie 6141 (normally 4141) and the GNR N7 Tank Engine No. 1744. This made for interesting times for the crews and guards in establishing the correct vacuum brake pressure.

This was the first time that Met No. 427 had been in service since its major refurbishment in our Workshop at Ingrow. Both 427 and 509 ran smoothly throughout the event, often fully loaded with passengers. An interesting feature of the Epping Ongar is that like the KWVR it is a

gradient railway with climbs in both directions of 1 in 65 and 1 in 75, so the Mets would feel quite at home!

The Mets were received enthusiastically by all who travelled in them.

The highlight of the first weekend took place on Monday 24th June when the event was visited by a

party of retired London Transport employees. This group included Alan Cloake and Alex Sage (seen in the photo, in front of our First Class coach) who from 1949 were coach builders and finishers at the LT Acton Works. Alan retired after 45 years' service and Alex after 47 years working on all types of LT coaching stock.



Both remembered the 'Dreadnought' coaches in regular service in the 1950s, and the 1963 celebrations for the 100th anniversary of the London Underground when all three of the VCT Met coaches were used. Alan and Alex remembered servicing 'Dreadnought' coaches in the 1950s at Acton and were delighted to meet up with them again after such a long time. They were extremely complimentary on the appearance and ride quality of the coaches, with the design of the moquette and the finish to each compartment including door hoods, handles and trim bringing back fond memories for them."

The event was a great example of a 'Museum on the Move' which gave VCT the opportunity to show off the coaches in action and to advertise and market the Vintage Carriage Trust and the Ingrow Museum.

...and back to Quainton Road

Bob Sprot again writes:

“Following the successful Gala at the Epping Ongar Railway, our Metropolitan Brake No. 427 moved to the Buckinghamshire Railway Centre at Quainton Road to join up with our Nine-Compartment Metropolitan Third No. 465. The visit enabled the two coaches to take part in the Centre’s “Discover Forgotten Metro-Land” event held over the weekend of 3rd and 4th August.

On one of the two running lines at the Centre 0-4-4 Metropolitan No. 1 hauled a train consisting of London Transport Museum’s recently restored Jubilee carriage and the two VCT Dreadnought carriages. This train ran an intensive service on

each of the two days and the VCT carriages proved very popular with visitors. The Metropolitan carriages were also in use on Tuesday 6th and Wednesday 7th August.

On the second running track a variety of restored vintage carriages was hauled by Andrew Barclay 0-4-0 *Swanscombe*, re-liveried as *Brill No. 1* – the Aveling Porter locomotive which formerly worked the Brill branch. One of these carriages proved to be a six-wheeled Great Northern Brake No. 1470 of a very similar type to No. 589, nearing the end of an extensive overhaul in the VCT Workshop at Ingrow.”



Our two Metropolitan carriages in service at Quainton Road, together with Metropolitan ‘Jubilee’ coach No. 353 of 1892, as restored for the ‘Metropolitan 150’ celebrations earlier this year. In the background is the former Rewley Road Station, built as the Oxford terminus of the Buckinghamshire Railway in 1851. With the assistance of a Heritage Lottery Fund grant this was moved to the Quainton Road site, re-opening in 2002. *Photo: Bob Sprot*

Meanwhile, back on the Worth Valley Railway....

Back at Ingrow, the ‘Chatham’ and ‘Bulleid’ carriages (No. 3554, built by the Southern Railway in 1924 to a South Eastern & Chatham Railway design, and No. 1469 built by British Railways in 1950 to a Southern Railway Bulleid design) left the Museum to be used on Worth Valley Railway’s Sunday Vintage Trains in June and July. Due to the problems of shunting these coaches in and out of Ingrow the Trust gave permission for them to be stored during the week at Oxenhope under the open sided carriage shed usually referred to as

the “cow shed”! The Vintage Trains are very popular with visitors who find it a pleasant way to travel on a sunny Summer Sunday sitting in the Bulleid coach or perhaps standing in the corridor of the “Chatham” as in so many Agatha Christie films. A brass band plays as the train arrives, stands in Oxenhope platform, and as it departs. There is the opportunity on some of the Vintage train days to take (at modest extra charge) a ride in the Lancashire & Yorkshire Railway Club Car or even Afternoon Tea in this Car.

At this point we must acknowledge the great work which our Subscriptions Secretary Jeanette puts into leafleting the Vintage Trains with our literature and Membership forms. The results she finds disappointing in numbers recruited but a lot of good-will is generated and she is grateful to those who help in this task at each end of the line.

All this is very pleasant and it is good that the conservation and restoration work which has been carried out by our staff and volunteers should be admired whilst in use as they would have been in their hey-day – but we do need to fill the space they leave in the Museum building at Ingrow. It is the “Museum on the Move” aspect which needs to be planned well ahead. This is a point of which we are becoming increasingly aware as more of our Collection becomes useable,

The Retail Department

We must not forget in all this news of our Collection travelling far and near that back at Ingrow work continues apace not only with coaches but in display, archives, Membership and general day to day maintenance – and of course most importantly with the Shop.

When he is not heaving boxes of books around and sorting out access to returning coaches to allow entry to our visitors, Mick Halcrow has taken on the role of Retail Manager. Here is his first report on our retail activities:

“In order to develop our Retail Department and provide a focal point for outside bodies I was appointed Retail Manager. Working with Keith Pitts we control the layout of the shop. Keith is responsible for the superb picture framing and I look after the pricing of books, model railway equipment and railway relics.

Keith and I also look after the mail order magazine service. If you require a magazine send an email or give us a ring (further contact details are on the website). The Retail Department

rather than being “just” static exhibits. This particular swap led to the Worth Valley Railway offering the Lancashire & Yorkshire Railway Hughes taper-end Brake and the early BR Mark 1 Restaurant car which is debatably the oldest of its type in the Country. A lot of hard work was put in mostly by Paul Holroyd and Mick Halcrow to ensure that these coaches could be accessed and (with Philip Walton) that at least some of the sound system was in action. Pleasingly and judging from visitors’ comments they enjoyed the restaurant car experience. We suppose that not many people have the opportunity to access a railway restaurant car these days! The early morning main line through train from Keighley to London no longer has the pleasure of a smoked salmon and scrambled egg breakfast, sitting at a table with fair linen and shiny cutlery!

includes the magazine room with 13,000 magazines.

In addition to selling things I am buying in a range of new products, such as mugs, bags with VCT logos, purses, pencil sharpeners and pens.

The big new sales items are books: we have recently acquired a very large library – we now have an excellent collection of books for sale. The books on display are constantly changing and selling rapidly: visit us soon – you may find that book you have always wanted!”

Locomotive News

Lord Mayor

Lord Mayor takes all the shunting and shuffling with good grace and continues to provide joy to young and old alike, and brass-rubbing opportunities for many.

Bellerophon

News of the “old gal” is given by Ian Smith:

“As shown in the photo opposite, our veteran Well-Tank locomotive is now undergoing overhaul on the South Devon Railway. Chairman Trevor and I, along with Matt Healey from Foxfield, visited Buckfastleigh in June to agree a course of action. Obviously, there was a lot of technical talk between the engineering partners, which was above my level and, I suspect, above most of our heads! So, here is a simplified version of what we hope to achieve in the next few months.

We have been fortunate in that it has now been established that only one axle needs replacement, and an order was placed for the new one in June. To date, the old wheels have been removed and

threw up an interesting fact. The “good” wheel took around 50 tons of pressure to remove from the old axle, but the “bad” one took only 5 tons! In effect, that wheel was almost ready to fall off at any time, which might have been a little embarrassing for us!

The very latest news is that the new axle has now arrived and is being machined ready for the wheels to be refitted. We now know that a new keyway was machined in the 1980s during the first or second restoration at Bootham’s. When the wheel set was thoroughly examined at Buckfastleigh, the original keyway was found to have been simply filled up with some “filler compound” and thus was not doing anything at

all. The new key way will be properly filled in and the original key way will be re-machined and new key fitted correctly. The other two axles will be ultrasonically tested and certificates issued, whilst the new one will of course have full certification. The end play in the axle boxes is repaired by removing the horn guides and re-machining to a lesser thickness, which will allow the axle box surfaces to be shimmed correctly. There is insufficient clearance to simply shim "as is". All four axle boxes on the two complete wheel sets have received attention, whilst the third set will be sorted once the new axle has been made and the wheels refitted. Research on the axle boxes shows that they were in fact renewed to the

replace it now with the engine stripped down as it will save time in the long run, allowing the loco to use all its remaining boiler ticket.

If we find anything else (!) we will repair as necessary, to bring the locomotive's chassis up to an acceptable standard for the use we expect from it. Of course, we are looking at an 1874, hand built, locomotive, which simply cannot meet the requirements of MT276 for the main line, but *Bellerophon* will be more than equal to the tasks we expect him to carry out on any Heritage Railway.

When the repairs have been completed, the engine will do some running in at Buckfastleigh before being declared fit for traffic. It's more



sensible to do this than bring it back to Foxfield and then have something go wrong! Once everything is declared "in order", we will bring the engine back to Foxfield, but rather earlier than expected. The intended completion date of

correct size and standards in the 1980s, but we believe that the springing has deteriorated significantly over the years and that this is a contributory factor to the problem. All springs are to be repaired (the rear spring definitely needs this!) and then tested and certified. The spring hangers themselves will be checked and overhauled.

The trunnions upon which the rear spring hangs need some building up with weld. By thoroughly checking and overhauling the springs and their hangers, we believe that the locomotive will ride much better, which will also help with the axle boxes.

There is a gouge on the inside of the frames, where it appears a spring failed in the past. This is to be ground out and welded up.

The current ash pan is well worn and needs replacement fairly soon. It is considered better to

December 2013 means we are unlikely to get a "Gala" or similar visit organised to offset the transport costs as we will be in the "Santa" season when small engines are usually not required. Not that this is a major issue, since it appears that Foxfield themselves are hoping to launch their "Vintage Train" in December and what better engine to do so than *Bellerophon*, so watch this space for further details!

Another possible event will be the Vintage Trains which Foxfield hope to run next year, using their two North Staffordshire coaches. The idea being looked at is that *Sir Berkeley* should join *Bellerophon* and Foxfield's 1879 Beyer Peacock 0-4-0ST in a "Victorian Weekend". Very much at the early stages of planning just now, but we will make sure everyone knows about things as they happen".

Sir Berkeley

We are pleased to be able to alert our Members to a visit of this sturdy little loco to the **Ribble Steam Railway** at Preston for their Autumn Steam Gala on the 14th and 15th September. Further details will be found on the Ribble Steam

The Workshop

Our small (very small) Workshop team working with our full-time Engineer Chris Smith continues to make good progress on several fronts.

Certainly the major recent achievement is the completion of the **Metropolitan Brake** coach No. 427. After his very successful work rebuilding the outer section of the underframe Chris completed repainting and re-varnishing the body. He then re-assembled, adjusted and tested the brake gear and dealt with the many necessary "finishing off" jobs.

Ian, Dave and Michael completed the revitalisation of the further one compartment. This was essentially a "remove all old paint and varnish, then repaint and re-varnish" exercise.

This sounds simple and relatively quick – it may be simple but it certainly isn't quick! It is however an exercise which needs repeating on a few more of the compartments. This would be well suited to anyone who wishes to try their hand on a project within our Workshop: if you fancy giving this a try, please call in and ask!

Talking of needing assistance – how's your electrics? For this coach (and for others) we need to find a way to provide interior lighting when on static display in the Museum (preferably with an approach sensor, to keep the electricity bills down). Also and additionally to this system we need to provide basic battery-powered lighting for when the coach is in actual use. Preferably this should be controlled by a light sensor, so that this would be completely self-contained in operation. If you enjoy challenges and can help here we should be delighted to hear from you: please contact Chris in the Workshop, or Philip Walton: you would be very welcome!

In the last edition of this *Newsletter* the **Great Northern six-wheeled Brake** No. 589 was reported as "very nearly finished", with "only" upholstery, lining and lettering and nets for the luggage racks outstanding. The good news is that all these have now been attended to. Dave of Messrs Pickerings has dealt with the upholstery. As illustrated on the first page of this *Newsletter*,

Railway's website www.ribblesteam.org.uk VCT Members will receive reduced admission (Ribble Members' rate) on production of their Membership cards.

Bob and Ralph Timmins have now attended to the lining and lettering to a very high standard. After some problems with sourcing the right sort of string, volunteer Ian's wife Joyce kindly made a trial net for the luggage racks (as seen here in Ian's photo) and with this proving eminently successful

went on to complete the full set: thank you, Joyce! We still need to fit a communication cord and the necessary valve to connect this to the coach's brake system. There's also a little pipe work needed to complete the electric wiring for the "gas" lighting of the coach.

A long-outstanding task was to provide the necessary basic upholstery for the Guard's seats of the other **Great Northern coach**, No. 2856. this has now been completed.

The Trust has again done some contract work for the Railway. The first was to overhaul a **diesel engine** for one of the Railway's diesel multiple unit cars, competently attended to by Chris. The second was the rather different challenge to make watertight the roof of the Railway's Civil Department's **Riding Van**. After making good use of our overhead safety system Chris also gave some attention to the braking system of this vehicle. A third task should have been to remove for examination and repair or replacement the Keighley end drawbar spring of the privately-owned "**Old Gentleman's Saloon**" (of 'Railway Children' fame). However Chris found that we could not safely carry out the required lift with our available equipment. The Saloon will therefore shortly move to Oxenhope for necessary attention.

Mike Holmes has compiled an impressively long list of minor items needing attention on just about all of our restored carriages: all we need do now is to rectify all these items! Again, there's plenty within this list which can be done by anyone with even modest "hands on" skills: so if you would like to join us, please don't hesitate to step forward!



Further Rearwards Extension

If this project proves both technically feasible and financially realistic and is able to go ahead it would add almost one third to the floor area of the Workshop, so very considerably increasing the flexibility and scale of what we could do here. Committee Member Bill Black writes:

“I have been working for some years now to get this project “Oven Ready” to go! We got planning permission (with conditions) last December and have just got a report from Yorkshire Water Developer Services (YWDS) to meet one of the conditions.

We have established two Contractors to carry out the work. One Contractor will do all the preparatory work to extend the Gingerbread Clough culvert through the site together with foundations and walls. The report established the

cost of the diversion of the storm drain overflow pipe and flap valve which will be constructed by the second Contractor.

The first Contractor has also been asked for a cost for the supply and erection of the structure which should give the basic cost based on my drawings. If approved, the concept will have to be passed on to our Architect and a Structural Engineer for the full design stage.

This is “Work in Progress” – so watch this space!”

Membership Secretary’s Report

Jeanette writes:

Can I take this opportunity to thank all our Members for the many ways they support us in what has been a busy Summer.

You will have read elsewhere in this *Newsletter* of the Chairman’s Day, and of ‘VCT on Tour’ when some of our volunteers accompanied our carriages ‘down south’, leafleting the crowds at Epping Ongar and meeting some of our further-flung Members who came along to support us. Also some of our Members gained new friends via accompanying the carriages on Vintage Train Sundays and chatting to the passengers, all vital

and valuable PR when it come to promoting the work of the Trust.

New Members this quarter include: Mr J Haley (Bradford), Mr N Laycock (Keighley), Mr D R Edmondson (Brierfield, Lancashire), Mr & Mrs C Lackey (Keighley), Mr D Pickersgill (Leeds), Mr M Harvey (Bath), Mr A Lyster (Aylesbury), and Mr A Rymer (Bradford).

We also take this opportunity to congratulate one of VCT’s and KWVR’s long serving Members, Ken Cook, who has recently celebrated his 80th Birthday.

Chairman’s Day

The day’s weather was once more kind to VCT and a good number of Members assembled to chat over old times, meet old and new friends and admire the work which Chris and others are carrying forward. “Cooperation” was this year’s theme in the two minute presentations. Anthony Coulls (NRM, and VCT’s Museum Mentor) reminded us that understanding and respect were two-way things and there had to be partnerships. VCT, he suggested, is part of a wider heritage

railway movement which should work as a team in getting one’s name out into the world. Our President Robin Higgins spoke of the early days of VCT and of L&Y: Matt Stroh, Chairman of the KWVR Society, Ian Smith as a VCT Committee member, and Tony Lyster of the Buckinghamshire Railway Centre all agreed in their short presentations that cooperation is vital if any organisation is to move forward.

Awards and Commendations

Accreditation

VCT is very pleased that the Museum of Rail Travel has received full Museum Re-Accreditation from Arts Council England. A great deal has gone into gaining this accolade. Look out for the framed certificate in our shop confirming that we are achieving the required “professional” high

standards in all areas of the Museum. These include such matters as governance, management, and visitor services. It was hard won (thank you Michael and Jackie) but a vital tool if we seek to continue to move forward, and vital in the seeking of grant money.

ShIPLEY College

VCT has received an award from ShipleY College and a certificate for our work on the Supported Internship Project. Thanks go to Mick Halcrow for overseeing this project, which was to provide a volunteer opportunity for a young autistic man. It reflects great credit on our staff and might gain

VCT some standing in any grant application. The young man in question is still with us but is now with the Keighley Volunteer Centre, from where we have been pleased to welcome another man who works alongside Chris in the workshop for two days each week.

Visitors

Two branches of the Railway Correspondence & Travel Society (RCTS) visited the Museum recently. The Nottingham Branch was welcomed during the day and the Bradford Branch gathered one recent evening. The Trust thanks Jeanette and the two Mikes for giving up their evening to host the visit. David Beeken's photo shows Mike Holmes making sure that the group admires the work carried out on the Great Northern 6-wheeler. We welcome groups – which we find do not have to be train enthusiasts! We would ask that you book well in advance to ensure there are no clashes and there are volunteers to show you round.



"Peaky Blinders"

"Peaky Blinders" is a new twelve-part series which will hit our TV screens in September. Paul Holroyd looks after our filming and TV contracts and is very pleased to report that our Trust, the Worth Valley Railway and the Lancashire & Yorkshire Railway Trust all have seen involvement in the filming of

Last but by no means least....

Our Chairman Trevor England who as anyone who has met him will know is (or was) of ample proportion has this year decided to lose weight. To encourage him to achieve his target of losing four stones, Andy England (no relation), the Managing Director of CTL Seal Engineering, where Trevor has worked for six years, offered to put £1,000 into a project of Trevor's choice if he managed to do so. Having succeeded in this task, and lost over four stones (that's half a hundredweight), the money was handed over to our Hon. Treasurer, Jackie Cope, towards the cost of *Bellerophon's* repair.

this post-First World War drama. We understand that VCT carriages appear in the first episode (as well as later in the series), and that this first episode will be screened on Thursday 12th September. We will leave you to find out what the title means!



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

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. 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!