

Vintage Carriages Trust

Members' Newsletter: May 2014

Welcome to the Spring 2014 edition of our *Newsletter*. This includes much news of our Trust – including details of the approaching **Chairman's Day** (to be held on Saturday 14th June): so, read on! 2014 is an important year in the ongoing story of the Vintage Carriages Trust. It's the year in which we celebrate the **25th anniversary** of our move into the building at Ingrow which since then has housed our Museum and Workshop.

In the early days, the large and empty main building was envisaged as a storage area and a workshop. This was to be a place where the coaches which we had accumulated and were endeavouring to restore in various nooks and crannies around the Worth Valley Railway could be kept protected from the weather in a secure building with room to work.

On completion of the building three of our coaches were moved in. These three were the 'Chatham', the Metropolitan Railway nine-compartment Third, and the Great Northern six wheeler. From the beginning we welcomed visitors and endeavoured to keep warm in winter in a small glass-fronted office area next to the front entrance. A "sideways" extension followed with its invaluable upstairs office and meeting room, and then the ambitious "backwards" extension was built, forming our present-day Workshop. A very necessary fire escape was later added to provide safety for those using the upstairs room. The result is the building we now have which, several name changes later, is our home – the Museum of Rail Travel.

We cannot quite date this picture, and the photographer is not known. Note however that the sideways extension – let alone the fire escape – is yet to be built and that the original very heavy wooden sliding doors are still in position. The dusting of snow on this winter day is a reminder of just how cold it could be, even in the tiny office with its small electric heater. We don't know (or cannot remember) just why the "Old Gentleman's Saloon"



(North Eastern Railway 1661) was present at the side of the Museum, nor why a horse-drawn wagon is in front of the Museum. This is the Great Western Railway parcel van owned by the Railway's then President, the late Ralph Povey, and now to be found at the Bradford Industrial Museum.

Chairman's Day 2014

Our Chairman Trevor England quite rightly sees the 25 years at Ingrow as a perfect focus for this year's Chairman's Day. This will take place on **Saturday 14th June** and the theme will be: **"25 years NOT OUT"**. All Members are cordially invited to attend.

During this day we will hear of the way in which the Vintage Carriages Trust has developed to having the building with all its facilities on this site. After the lunch break we will look at the activities being carried out at present, both in the Museum and in the Workshop. The day will conclude with thoughts about how we are hoping the Trust will progress in the future.

The day's programme will be:

- 10.30 am: the Museum will be open for Members and invited guests to look around and meet and greet each other over a cup of tea or coffee with biscuits.
- 11.30 am to 12.30 pm: short presentations of the early years of the Trust and of our 25 years at Ingrow.
- 12.30 to 1.30 pm: light buffet lunch.
- 1.30 to 2.30 pm: short presentations on the present and future developments of the Trust, including an introduction to the Audience Development Coordinator Debbie Cross.
- 2.30 pm: there will be an opportunity to take a ride on the Railway; an Ingrow to Oxenhope train leaves Ingrow at 2.50 pm. (Other possibilities are still being pursued).

If you are intending to come to the Chairman's Day please let our Secretary Dave Carr know, and please help our catering arrangements by saying whether or not you will be with us for the buffet. You can contact Dave direct by telephone 01759 30417 or by email d.carr388@btinternet.com. Alternatively please leave a message at the Museum (in person, or by ringing 01535 680425): or by post. The Trust's address is: VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. Please mark the envelope "Chairman's Day".

Do you remember – 25 years ago?

The VCT *Newsletter* of January 1990 reported that there had been an Open Day at the Carriage Museum in October 1989 when the first three coaches to enter the Museum were on display. Also within this *Newsletter* thanks were given to those who had helped to shunt these coaches into the Museum the previous evening, also to the Civil gang of the Worth Valley Railway who had worked so hard to complete the track into the Museum over their very recent "Civil Week". Graham Mitchell, at the time Chairman of the Railway Preservation Society, was reported as offering support in all aspects of publicity, advice on seeking finance, and help in becoming involved in local tourist activities. The *Newsletter* goes on to say that: "once the Museum is up and running, we will play an active part in promoting Ingrow as a valuable part of the Railway's overall attraction".

It is good to look back over past *Newsletters* and realise the number of people and organisations who have helped to get us "where we are today". For those Members with access to the internet, a reminder: the great majority of the *Newsletters* issued over the last 40 years or so are available via VCT's website www.vintagecarriagestrust.org Look for "Newsletter" just over half way down on the left hand side. They make fascinating reading! That mini-opening was a great moment in the Trust's history and we feel we can say VCT has played its part in the development of Ingrow and has become part of the Worth Valley experience. It was suggested at that time that we needed to adopt a more marketable label to run alongside the rather pompous "Vintage Carriages Trust Carriage Museum". (This had followed "Ingrow Carriage Shed", "Carriage Museum", "Railway Carriage Museum", "Vintage Railway Carriage Museum", "Vintage Carriage Museum" and "Ingrow Railway Carriage Museum" (though not necessarily quite in this order) – we did say that

we've had several changes of name! You as members were asked to think about this and send any suggestions to the Secretary. How the present-day label of "Museum of Rail Travel" came about and whose idea it was we will leave until a future *Newsletter*!

Just as an aside: as well as this being the 25th Anniversary of the Trust at Ingrow, this is also a special year for our Chairman. Having continued to make remarkable progress in his weight loss programme (you may remember £1,000 bank notes which came the Trust's way through his success) Trevor has now reached retirement age and is free to be around Ingrow or anywhere else when he feels like it. No doubt many of you will take the opportunity of meeting him on Chairman's Day to congratulate him and perhaps offer advice on the ways in which he could fill the long hours he now will have available!

So what is the health of the Trust after these 25 years? Membership Secretary Jeanette Achilles reports that membership renewals for 2014 have been steady and now stand at a total of 515. There are about 45 members still to renew. She reminds those who have not yet renewed that we need your support and encouragement more than ever. Sadly renewal time brings news of loss of some of our members and we always take time to acknowledge their individual contribution to the success of the Trust. We were very sorry to learn of the death of David Howitt, a long time volunteer in the Worth Valley Railway's Stations Department. His extensive collection of railway-related books kindly came to the Trust.

We welcome new members who have joined our Trust this quarter. They include: Mr R A Dearden (Chorley, Lancashire), Mr David Winter (Royton, Lancashire), Mr James Crossley (Cleckheaton, West Yorkshire), Mr Kevin Robinson (Keighley, West Yorkshire), Mr David Holdsworth (Barnsley, South Yorkshire) and Mr Christopher Hellewell (Leeds, West Yorkshire).

Retail

The Trust would not function without those who kindly donate railway related items – for example hardware, books and back number magazines. Sheila Seabrook works hard to fill the roster for those who volunteer to look after the shop.

The Trust is very grateful for their help, also for those who sort magazines and do their best to make them easy to find in the stacks. This is a task which becomes increasingly difficult as each year adds another set of magazine stacks to those of the past. Paul, John Stephenson and Mick are very pleased to welcome any one else who would

be prepared to spend a few hours in sorting and stacking.

The Railway's Spring Gala featuring *The Great Marquess* was well attended and much to the delight of our Retail Manager Mick Halcrow our trading was very good. Our market stall made one of its occasional appearances to good effect, with many £2 "special offer" books and a surprising number of 50p videos being sold.

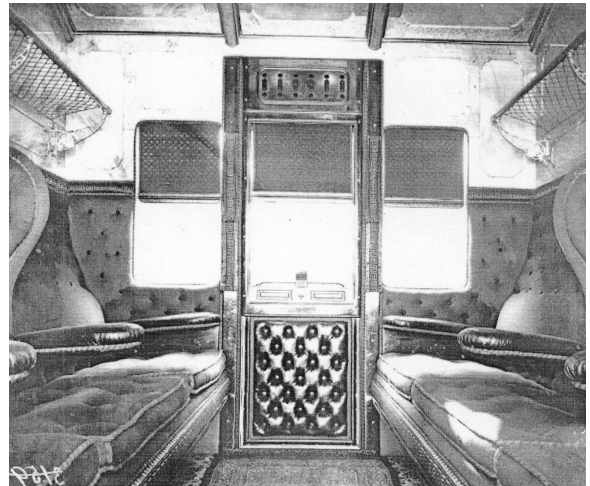
On the souvenir side new lines include VCT wallets which are selling well, as are cotton carrier bags labelled "VCT Museum of Rail Travel".

Carriages: the Midland coach

The Chairman's Day is an occasion on which Members can examine for themselves progress on the restoration and other activities of the Trust. This year it will be the Midland coach which will be centre stage as it has obviously caught the attention of the membership judging by the number of generous donations we have received. We do thank all those who have contributed. We have a long way to go, but Stuart Mellin and Ian Wild are really beginning to show the way. Please keep the donations coming in.

A need which became urgent was to find more information concerning the internal framing and the furnishing of this coach. After due investigation Stuart Mellin and Ian Wild with Michael Cope took a rail day trip to the Midland Railway Study Centre at Derby

(where else?!). Here they were made very welcome and were shown quite a number of drawings. In the event only one drawing was helpful – but it was very helpful and answered just about all of the questions. The main problem was the size and the condition of the drawing in question, which did not allow easy copying. Taking photographs on a section by section basis did however prove successful and



Stuart has now answers to hopefully all the questions. We also found a few helpful photographs of which one is shown above – with permission from the Roy F Burrows Midland Collection Trust/Kidderminster Railway Museum. This shows a First Class compartment as for our coach – and rather emphasises that we have a very long way to go yet!

Ian Wild reports on the good progress with the carriage:

“The Statement: “Stuart Mellin has carried out framework repairs as required to five of the eight compartment doors” does not do justice to the amount of meticulous work required.

I have nearly finished burning the old paint off the exterior, a task which commenced last September! The wooden ventilators at the top of each door have been a particular challenge. Chris Smith has sanded both sides and applied primer and brushing filler to the Workshop side of the carriage. After more sanding Chris has followed on with three coats of maroon undercoat and on some panels a first coat of gloss finish is being applied. We now need to be thinking about ordering the safety glass for the door droplights and the compartment windows.”

Mention of the Midland coach seems to have stirred memories among early Worth Valley volunteers.

Eric Ring writes:

“I was one of the party that went to Edge Hill Shed to view the [Midland] coach. I’m sure it was in Richard Greenwood’s blue estate car. Which would make it 1966 to 1968 and may have been tied up with a trip to watch *Blue Peter* (the locomotive) on a steam trip, or possibly a visit to Lea Colliery to see *Bellerophon* in its shed? Until the *Railway Children* filming it stayed as maroon with its DM number and I think it was outside at Oxenhope. After painting blue for the Scotch Flyer train I think it returned to Oxenhope. For at least two years I used it as a Stations Workshop, mainly for Oxenhope – but I’m not sure of the exact timeline: maybe the late 60s or early 70s?”

Carriages: other news

Great Northern six wheeler No.

589 (shown in Paul Holroyd’s photo, right) is still in need of one or two finishing features. Ian Wild reports that these include fitting of the communication chain installation and the linkage between the chain and the vacuum brake pipe. This will be followed by the completion of the “gas” pipe work down the end of the carriage which will carry the wiring of the interior lights. The intention is to install a battery charger and a battery under one of the Guard’s seats to provide illumination whilst out in traffic. The non-Brake end large handrail



and the two roof grab rails were supplied by our Fabricator and have been painted and fitted. Gas mantles have been fitted to each of the compartments and Guard’s area lamps.

A recent full examination revealed that areas of the timber framing making up the underframe of our **Great Northern bogie carriage No. 2856** have deteriorated, with the wood becoming de-natured and friable. It’s not wet rot (or dry rot!) but is sufficiently serious for the coach to be no longer available for passenger use. Present thinking is to investigate the long-term conservation of these timbers, rather than consider a major rebuild. It is however too early for a final decision: further investigation will start shortly. In the meantime this carriage will continue to be on display in our Museum.

The Railway very recently advised us that the **Summer Sunday Vintage Trains** will not this year feature use of any of the Trust’s carriages. This is stated to be due to the difficulty and perceived inconvenience to the Railway if they were to be shunted each day from our Museum at Ingrow. An alternative would be for them to be stored under cover at Oxenhope in the (open sided) carriage shed, as applied for a number of weeks last year. As a Registered Charity and an Accredited Museum we cannot accept the lack of security if this arrangement were to be repeated.

We greatly regret this situation, which will mean that Members (and many others!) will this year not have the opportunity to see and to ride in our historic carriages on any of the Railway’s Vintage Train days.

Hopefully mutual discussions will lead to a positive way forward from this present situation. Again hopefully we will be able to report more positively in the next *Newsletter* – in the meantime, please keep an eye on the VCT website for any changes.

Progress with **Railbus No. E79962** has been much slower than anticipated. The good news is that the Agreement with the Railway has been signed. Under this Agreement, VCT will pay a nominal £1 for ownership of the railbus, but only after paying the Railway for the cost of asbestos renewal. However, the asbestos Contractors failed to show at the agreed time over the February half term holiday. At the time of writing the working railbus, No. M79964, is expected to be into our Workshop for some Contract work within the next few weeks. All being well E79962 will take its place at Haworth, so allowing the necessary asbestos removal work to proceed. We will keep you informed as to progress!

Visitors: one

An extraordinary visit to the Railway and to our Trust took place at the end of January. This was from the Branch Line Society (BLS) and is described here by our Hon. Archivist Robert Harvey (and a Member of the BLS) and Mick Halcrow, VCT's "man on the spot":

It is not unusual for the Museum at Ingrow to welcome visitors who arrive in all sorts of ways. What is unusual is to welcome more than 50 who arrive by train, disembarking *inside* the Museum! That however was how the BLS party arrived. This illustrious body had hired the Railway's railbus M79964 for a tour of the full Railway, in particular visiting parts not normally served by trains in passenger service. The tour, lasting for over five hours, took the railbus into such mysterious places as the interior of Oxenhope Museum, also Oxenhope carriage shed, Haworth shed, Oakworth sidings, assorted Ingrow sidings and various loops. It even went for a quick spin on the turntable at Keighley. It made a determined and successful effort to enter our Museum – as seen in Robert's photo.

In order to access some of these parts, WV Railway provided their Class 20 diesel locomotive No. 20031 to move



things out of the way (and put them back again afterwards). In the VCT Museum the locomotive *Lord Mayor* was temporarily moved outside in order for its access steps to be used for the railbus passengers to alight. The group spent about 20 minutes perusing the Museum and the magazine room, around £220 passing through the till in the Shop. There were many positive and complimentary comments received by VCT and the Trust should give a special thanks to Mick Halcrow who opened the Museum at 8.30 am and spent much time preparing the way for the Class 20's arrival. Shunting and shuffling on the Shop side allowed the railbus to enter the Museum for about 60 feet and "kiss" the Met. buffers. Mick noted that "buffer kissing" is important to the BLS. After their visit, the Class 20 then brought things back to their correct places in the Museum and so allowed Mick to tidy up – not a quick job! Thanks to Mick and to all those on the Railway who made all this happen. It was a long and busy day for all concerned but very worthwhile. It certainly provided a memorable experience for the BLS members. Perhaps they will visit us again – possibly in a more conventional way!

The Branch Line Society is widely recognised as Britain's leading amateur group for the study of railway infrastructure and history of networks (and not nowadays, despite its title, just minor lines). Unlike many enthusiast groups, the emphasis is on the physical works and on operating arrangements, rather than power and rolling stock. Further details can be found on their website: www.branchline.org.uk

Visitors: two

Not all visiting parties are quite so different as BLS, but all are welcome, particularly ones from other groups having a mutual interest in restoration. The National Tramway Museum at Crich in Derbyshire is one such organisation and we were very pleased to welcome them on a reasonably warm day in February. The aim of the visit was, in the words of Crich Chairman Colin Heaton: "To visit another respected vehicle restoration organisation and see how they carry out restoration and conservation. We are looking to show our staff how others tackle these items."

The Crich Party included their Chief Engineer, Curator and newly appointed General Manager, Dr Michael Galer, formerly of Derby Museum. They were met at Ingrow by our Chairman Trevor England and other volunteers. After refreshments, our visitors were shown around the Museum and Workshops by our Chief Engineer Chris Smith and others. After a thorough and enjoyable visit, the party then travelled on the Railway before returning to Derbyshire. A reciprocal visit by VCT staff and volunteers will take place on 15th May.

Visitors: three – the Neasden totem

The “Neasden” totem has been within our Collection for a good many years but hasn’t been complete. We’ve had just the red, white and blue sections: but not the brass frame which forms an essential part of the whole sign.



This was recently rectified when representatives of the Friends of the London Transport Museum visited and very kindly presented us with the necessary brass frame, which certainly adds very considerably to the overall appearance of the sign. Our thanks go to the Friends for this very kind gift, which is very much appreciated.

Our thanks go also to Chris Smith and to Stuart Mellin for cleaning, polishing and generally making good this totem and for mounting it on to a varnished board. It will go on display in the Museum very shortly.

Neasden Station was built by the Metropolitan Railway in 1890 as part of its extension to Harrow. Our three Metropolitan Railway carriages would certainly have passed through it a great number of times. The present-day Metropolitan Line still passes through Neasden – but other than in exceptional circumstances without stopping!

Visitors: four

A new and rather unusual visitor could be spotted inside our Workshops at the end of April. A bus – but not a railbus

– a road bus! Leyland National BYW 432V which belongs to KWVR member and volunteer Tim Moody visited the Museum for repainting by our Chief Engineer Chris Smith.

Obviously not the first time

Chris has undertaken contract work – the KWVR’s DMU and Railbus have visited before – this is the first time we have had a road vehicle inside the

Museum. The vehicle entered via the side door and after a bit of packing between the rails and

some covering boards with the assistance of Stuart Mellin, the bus fits nicely inside the Workshop area. The Leyland National type of bus is of course of railway interest. The Class 142 DMUs still running on the national network, which date from the mid 1980s, were constructed by Leyland using Leyland National bus parts as the bodies. The prototype railbus LEV1 was built in 1977 and was simply a Leyland National bus mounted on a 4 wheel



railway underframe. This vehicle visited the KWVR in 1983.

Photo: Tim Moody

Music in the Museum



Just to prove that the VCT’s volunteers do not spend all their time juggling spanners and varnishing woodwork you will be interested to learn that due to Jim Pickles’ interest and organisation we once more are taking part in “Museums at Night”. This is a national initiative to encourage people to visit their local Museums, by holding unusual events at unusual times. The Vintage Carriages Trust’s contribution will be three evenings of musical entertainment.

On **Thursday 15th May** the Haworth Ukulele Group will be making a return appearance, with their usual mix of popular songs from the decades.

On **Friday 16th May** the Blues will come to the Museum, with performances of traditional blues music by local musicians, whilst on

Saturday 17th May the floor will be given over to a folk session, led by Reuben and Ruth.

All three evenings will commence at 7:30 pm (although the Museum will be open to visitors well before then) and will close at 9 pm. Admission is free, though donations to the Museum will be gratefully received.

Locomotive News

Sir Berkeley is in full working order and will be used at Middleton as required. This Railway is using locomotives in “cycles” this year and it is anticipated that *Sir Berkeley* will run for three weekends commencing April 27th. We suggest that you keep an eye on the Middleton Railway’s website for any further news.

Bellerophon required attention to his valves, which has now happened and the engine is now fully up and running. He had a run out with the



North Staffordshire coaches otherwise known as the “Knotty” carriages and the ensemble looked well, as Ian Smith’s photo shows.

The locomotive is to star at the Warley Model Railway Exhibition to be held at the National Exhibition Centre, Birmingham, on 22nd and 23rd November this year, along with one of the North Staffordshire “Knotty” coaches 127 and 61.

The display will form an effective “early railway passenger train” and make the Vintage Carriages Trust name more widely known whilst at the same time providing a backdrop to the exhibition. We have agreed that the North Staffordshire Trust and

VCT will share the proceeds of the weekend and we are looking into providing “Goody Bags” for visitors to the combined Foxfield/VCT/Knotty Trust stand which will be adjacent to the locomotive. A video of *Bellerophon* in use is likely to be produced, which we will be able to use for future events.

Lord Mayor continues to be the ultimate non-destructible interactive in the Trust’s Museum at Ingrow.

Tour de France: the “Grand Départ” (stage 2)

Just everyone must know by now that the massive sporting event which is the Tour de France cycle race this year sets off from Leeds on Saturday 5th July. The next day, Sunday 6th July, is of importance to the Trust as this stage sets off from York and makes its way to Sheffield, passing through Keighley, Ingrow, Haworth and Oxenhope and then up and away over Cock Hill. Having this massive event passing the gates at the other end of Ingrow Yard is certain to affect us, not necessarily adversely. We need to remember that although the actual race will pass quite quickly there is a major publicity caravan some two hours ahead of the cyclists themselves. A build-up of activity well before this weekend of the “Grand Départ” is promised, as is a legacy from the whole event – certainly Yorkshire as a whole will gain massive tourism publicity.

There’s lots of information about the two Yorkshire stages on the web. Try

www.letour.yorkshire.com or www.letouryorkshiredales.com

Anticipated timings at Keighley (taken from the web) are 11.05 am for the publicity caravan and 12.55 pm for the cyclists.

It seems that the publicity caravan is a major attraction in its own right and is very well worth seeing.

If you wish to watch this event “in the flesh” so to speak you are strongly recommended to be in position well before the event. Note that road closures will be

in place from about 6.30 am and that bus services will be considerably modified. This includes that Keighley Bus Station will be closed for the day and that the *only* way up and down the Worth Valley will be by the Worth Valley Railway, which will be running an intensive service from early to late. Cars will not be allowed in the area of the race and where possible will be accommodated in temporary car parking in various places around



the area. Again, if you have any intention of coming to the event we strongly recommend you use the web to find out what and where things are happening.

Carry your VCT membership card: it might prove useful!

There will be "Spectator Hubs" close to the route itself, including one in Victoria Park in Keighley and another in Haworth Park. Each will have large screens in



place so that people can see all the action not just the few seconds when a competitor or group of competitors whizzes past.

In the meantime, to do our bit as a Museum, we will be exhibiting selected vintage bicycles from now until immediately after the Tour de France has passed. Here's the first one, kindly loaned to the Museum via Jim Pickles. It's a ladies' "Rudge" bicycle – perhaps you can date it for us, please. If you have any interesting vintage bicycles you would be happy to lend to us until just after the Tour de France, please let Jim know. Usual address etc, as at the foot of this page.

Once this stage of the Tour de France has passed, together with its caravan and all the various activities which are very much part of the show, we will be able to get back to whatever is normal in the Vintage Carriages Trust.

Legacies

The VCT is always grateful for funds to help its restoration work and it is easy to make a suitable provision in your Will.

Please think about helping the Vintage Carriages Trust through your Will. If you would like to discuss the matter with our Legacy Officer Sheila Seabrook, please contact her via the Trust. (Full contact details are to be found at the bottom of this page).

Audience Development Officer

We end this *Newsletter* with a welcome to Debbie Cross, the new Audience Development Officer employed mainly by the Bahamas Locomotive Society using part of their successful grant from the Heritage Lottery Fund to allow the restoration of their locomotive *Bahamas*. She will give the equivalent of three days a week in time to BLS and a day a week to the Worth Valley Railway and one to VCT. No doubt by the next *Newsletter* she will be well into her stride and we do wish her every success in working with the three organisations to the benefit of all.

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!