

Vintage Carriages Trust

Members' Newsletter: December 2015

Exciting times! Charitable Incorporated Organisations: the Midland: the Met Brake: Railbus problems: bogies – and of course the Backwards Extension Project: welcome to VCT's December Newsletter!

Firstly a note from Jim Pickles, who is looking after the changeover to a CIO. He writes:

“The progression of the converting of Vintage Carriages Trust from a standard Charity into a Charitable Incorporated Organisation (CIO) continues steadily. In April last the CIO took over the day to day running of the “Museum” including all its parts and locations. (Oh! the joys of running two separate organisations in parallel during the change-over!).

Now it is YOUR turn; **all** Vintage Carriages Trust members must choose what type of member they wish to become. Each Member will receive a form with their *Newsletter* which explains the two possible types of membership. Please read this very carefully and complete the form giving your choice of membership, and return to the VCT address shown on the form.”

The Extension Project – Good News!

As something coming just in time to round off our 50th Anniversary Year of 2015, Chairman Trevor England writes to give the latest news of our Backwards Extension Project:

“Many months of work behind the scenes means we are now pleased to report that you will very soon see progress on the ground at the rear of the existing Workshop. The site is very difficult to expand and a number of details needed to be sorted. This has been very time consuming. However on Tuesday 24th November a Contractor set up a site compound and started the enabling work to uncover the gas pipe and telephone cable in to the Workshop. These needed to be re-located before we are able to extend the building. Having done this we are now waiting for Bradford Metropolitan Council to give the Trust a price and available construction dates for the modification of the culvert of Gingerbread Clough. This is the small stream which runs behind the present building, and will be underneath the extension, once built. The next thing once this has been arranged will be to arrange when the storm outflow and its flap valve can be relocated by Yorkshire Water Services. This needs to enter the water course outside the new building. The cost is already known and will be in the region of £60,000.

We hope you are sitting comfortably for the NEXT STAGE. The work done will allow the construction of the foundations. We were advised in 2012 that the likely cost would be £123, 000. Now that we have more idea of the complications of the building area it is not surprising that this has risen. The quoted price is £195,000 plus the cost of the culvert and storm outflow work. The total cost of the extension is likely to be over £300,000.

The Trustees and our Museum Mentor all agree that it is in the best interests of the Trust to continue with the project. We have sufficient funds to construct the foundations thanks to the many donations from members already, and we are appealing again for you to assist. However, if we are to continue with the building structure, cladding and fitting out within two years we believe that we need also to look for **loans**. If any members are in a position to consider interest free loans, we would be pleased to hear from you. Some have already approached us to offer their support in this way as we did for the Workshop back in the 1990s. Please contact me if you would, we would be.”



29th November 2015: a miserable Winter's day – but with the Contractor's compound well in hand!

50th Anniversary Year: two Operating Highlights?

1. VCT Members' Train of 19th January 2015

We all have our own memories of our Trust's work and operations during our 50th Anniversary Year of 2015. Of these operations perhaps the most memorable has to be the Anniversary celebrations of January 19th. Those Members who were fortunate enough to be able to get to Ingrow on this day and were able to take the opportunity of riding on the extraordinary "100% VCT train" will long remember the experience. It was but an Ingrow-Keighley shuttle – but what a train! VCT's very own locomotive *Sir Berkeley*, brought "home" from the Middleton Railway for the occasion, and in excellent order. VCT's flagship carriage (and its oldest, built in 1876), Manchester Sheffield & Lincolnshire Railway tricomposite No. 176. The train was completed by VCT's "Matchboard" Continental Brake Third, designed for the South Eastern & Chatham Railway and built in 1924. In "Museum" terms this could be the most important coach within the Trust's Collection: apart from the bogies and the moquette this coach is virtually as it was built, just coming up to 92 years ago! (It also has a corridor and is therefore important for filming purposes – but that's another story!).

Certainly having these vehicles, all part of VCT's formal Collection, together and in actual operation, working on the Worth Valley Railway, was an important achievement. We are quite properly very proud of this. As a reality check: that was three vehicles, all owned by the Vintage Carriages Trust, between them just over 3½ centuries old, in successful and very satisfactory operation on the Worth Valley Railway. We are indeed *very* proud!

The event was very well supported by VCT members, many of whom can remember the VCT activities in earlier days, and in spite of the seasonal weather travelling on this unique combination was something that they will never forget.

2. 'Boat Train' at the Worth Valley Railway's Autumn 2015 Steam Gala

Bob Sprot writes:

Following on from three of our VCT Carriages forming the main part of the successful KWVR Vintage Trains season this year, two of our carriages were featured strongly in the Keighley and Worth Valley



Autumn Steam Gala held between Friday October 9th and Sunday October 11th.

On all three days of the Gala a luxury train of six carriages made four complete round trips of the line. The train pulled by various KWVR locomotives during the Gala comprised SR ('Chatham') Third Class Brake Side Corridor Coach No. 3554, BR Bulleid Open Third No S1469S (both from VCT), BR Mk 1 Restaurant Car No. W1013 (the oldest working Mk 1 in preservation), BR Mk 1 TSO (Tourist Second Open) E4588 converted to the *Jubilee Bar*, and Pullman Parlour Cars Nos. 83 *Ann* and 84 *Mary*.

As well as allowing passengers to experience the luxury of

train travel in carriages dating between the 1920s and the 1950s this combination of carriages made a convincing reconstruction of the type of vehicles used in various prestige Boat Trains of the period.

Passenger numbers using our carriages on all three days were excellent. In addition to the expected large number of enthusiasts who rode on and photographed the carriages for the sake of their hobby, many other passengers commented favourably on the appearance and ride quality of our carriages on every day of the Gala. Indeed a number of passengers commented that they wished train travel on the main lines in the UK today could be as comfortable as provided by this train!

Photo: Bob Sprot. Note that the apparent marking on the bottom of the side panels is the platform white line reflecting from Chris Smith's high quality paintwork and is not rust or other corrosion!

This Autumn Gala brought to an end a year of very successful running of VCT carriages on the Keighley & Worth Valley Railway. In summary, our carriages were used as follows:

No. 3554 Chatham Brake Corridor Third	15 days in public service and 3 days filming
No. 509 Metropolitan First	11 days in public service and 3 days filming
No. 427 Metropolitan Brake Third	11 days in public service and 3 days filming
No. S1469S Bulleid Open Third	5 days in public service
No. 589 GN 6-wheel Brake Third	3 days in public service (rides in Ingrow Yard)
M S & L 4-wheel Composite	1 day in service

Annual Carriage Convention 2015 and *Bellerophon*

This annual gathering of carriage and wagon restorers this year was held on 3rd and 4th October at the Foxfield Railway, Staffordshire. Our Trust was represented by Chairman Trevor England and former Chairman Chris Smyth (both days) and by Ian Wild and Michael Cope (the Saturday). These annual get-togethers are very important to the carriage restoration fraternity.

The Foxfield Railway is situated on a former colliery branch line. It is very proud of its recently restored and now fully operational "1874 Knotty Heritage Train" and it was this that formed the focus of the Convention. The two very recently-restored 1874-built coaches presently making up this Heritage Train are actually owned by a "sub-trust" called the "North Staffordshire Railway Rolling Stock Restoration Trust" (or perhaps more easily said the NSRRSRT). Presentations within the Convention included the self-explanatory and excellent "from hen house to heritage", also "how it was done". This last was by Ian Yates of Stanegate Restorations, based in Haltwhistle. Between them these two presentations gave an insight into the very considerable research which went into the restoration of these two coaches, together with a great deal of determination and enthusiasm. Recent news is that NSRRSRT has located the remains of a contemporary brake coach at Rudyard Lake. It looks as if "remains" is the operative word – but it gives the real possibility of in the future adding a much-needed Brake to make up a complete three-coach "Knotty" train, which would be superb. (At present the "Knotty Train" has to run with a Goods or other non-Knotty Brake, as neither of the two coaches are Brakes).

Ian Wild kept Vintage Carriages Trust within the sight of the other carriage restorers present by speaking of the work he with Stuart Mellin is doing on our Midland coach. This was well received and will have given thought on the two rather different (but completely valid) approaches exemplified by the Knotty Trust and by ourselves – a great deal of research followed by in the one case by raising rather a lot of money and then using a professional restorer, as opposed to a great deal of research followed by raising a lot of money and then volunteer work.

As you will have predicted, all this was followed by a ride on the Knotty Train. VCT's locomotive *Bellerophon* has been well looked after at Foxfield for some years past and is now well established as the preferred locomotive for this duty. Sure enough *Bellerophon* was in use on this occasion: and all that needs to be said is that both *Bellerophon* and the Knotty coaches (with the more recent Brake van) behaved immaculately.



Membership

Our Membership Secretary, Jeanette Achilles, writes:

We have held the cost of the annual renewal subscription at just £10 for 2016 (a fifth year!) as we continue our conversion into a CIO (Charitable Incorporated Organisation). I firmly believe this is value for money and compares favourably with the subscription rates for similar heritage organisations.

This year we have asked Members for financial help with the restoration of the Midland Coach (our 'local' project) and earlier in the year for donations to meet the cost of beginning our 'Backwards Extension'. Our members and their goodwill and generosity have been the force that has driven us forward in our 'Golden Anniversary' year. We thank you for your unwavering support and encouragement.

The Trust is changing and part of that has been the emphasis this year on new events organised by the 'Audience Development Officer' in Ingrow Yard as a programme of activities for visitors of all ages. I was delighted to accept the 'Wallis and Gromit' award at the October AGM on behalf of the regular band of museum volunteers who have good naturedly embraced every challenge from Model Railways to seaside donkeys this year and have been very visible ambassadors for the Trust.

New Members this quarter include:

Mr David Beer (Birmingham), Mr & Mrs E T Hill (Halifax, West Yorkshire), Mr David Powell (Ferrybridge, West Yorkshire), Mr P Dawson (Bingley, West Yorkshire), Mr J Chapple (London), Mr R Lazenby (Leeds, West Yorkshire), Mr M C Dunne (Bradford, West Yorkshire), Mr & Mrs B Robertson (Addingham, West Yorkshire).

BLS, Lottery grants, Audience Development Officer – and Debbie

Those of you who also follow the activities of our neighbours the Bahamas Locomotive Society will remember that one of the conditions which the Heritage Lottery Fund put on to the grant for the restoration of their locomotive Bahamas was to build into their activities the needs of the community at large, not exclusively linked to railways but local and reaching all ages. Debbie Cross was appointed as Audience Development Officer and has the task of making these conditions materialise. She writes of her progress in bringing about this about. Highlights have included for example the Model Railway Exhibition, which used both the VCT and the BLS buildings to capacity. Then there was the never to be forgotten VCT Chairman's new dress sense (well we think that's who it was) adding to the activities of Ingrow by the Sea in his harlequin outfit. (The look could really catch on!!).

However for Debbie it has not been all sunshine and sea breezes as she explains here:

Once again we have been busy in Autumn helping make Halloween an even bigger event this year. We created an activity booklet and spooky trail that ran throughout half term. We also delivered a ghost story event on Halloween to complement the main event. A big thank you to Jim Pickles for once again entertaining the families with his wonderful story telling. This year we also tested the water with running a Museums at Night event on 30th October. Ingrow yard was filled with lights from our collections as well as from Jim Pickles' friends from the stationary engines group. It was a magical evening and we hope that it will attract lots of visitors when we do it again in 2016.

Debbie tells us that even though we are currently in the Christmas spirit we are already looking towards 2016 and planning our next events which include February half term and Easter on the Railway. On the education side from February until July of this year we had local schools come to the railway to take part in pilot sessions. This was a chance for us to test all of our new Workshops and receive feedback from the children and teachers. The Learning Coach on the platform is now finished and looks incredible.

The other side of Debbie's work covers the whole of Ingrow and indeed the whole of the Railway – it is "RAIL STORY". Debbie explains:

When I started my position as Audience Development Coordinator in April 2014 one of the first things I set up was a Partnerships meeting between KWVR, BLS and VCT so that we could discuss all the ideas we had for the development of the Ingrow West site. Early on in our discussions we all agreed that this site would become the place on the railway that focused on learning and working with our local community and also a place to tell our story of railway preservation.

Over the last year we have been working hard and the group has developed a 5 year plan which encompasses all of our ideas. In 2016 we will be re-branding the site as "Rail Story" as well as officially launching the Learning Coach with its new exhibition space.

In 2016 we will also be working hard to clear the site and carry out maintenance work as well as developing some new heritage features in the yard to help make the whole site a first class visitor attraction.

The Workshop: the Midland carriage

Ian Wild writes:

“The Midland 6-wheel carriage No. 358 has made steady progress since the last *Newsletter*. The exterior of the Oxenhope end has now been repaired and new panel mouldings made and fitted.

Stuart Mellin then turned his attention to the Oxenhope end Third Class compartment which has had repairs carried out to all four window frames plus general filling and sanding of blemishes in the wooden framework. The end wall now has a new MDF panel with vee grooves cut to resemble the original tongue and grooved boarding.



All the interior plywood panels above and around the window frames have been made and fitted including hidden supports for the end brackets for the seat base frames. The compartment walls and the new plywood panels have all had a coat of wood primer.

Stuart then turned his attention to the opposite end Third Class compartment which had similar treatment carried out. Most recently work has started in one of the First Class compartments. These have rather more complex panels and mouldings for which a good deal of experimentation will be required.

Ian meantime has continued applying grey undercoat to the raised mouldings on the

exterior of the carriage although this has come to a stop whilst compartment No. 6 in Metropolitan Brake coach 427 undergoes refurbishment.

The photo does not do justice to progress made – but note the new mouldings at this (Keighley) end.

Michael Cope was able to acquire five genuine Midland Railway luggage rack brackets from a fellow restorer. These need shot blasting clean and the best one then will be taken for a pattern to be made so that bulk casting can take place. The four compartments need a total of 32 luggage rack brackets.”

Michael adds: Obtaining these luggage rack brackets was a classic piece of modern-day preservationist cooperation. This started when Lizzie Stroud of Railholiday purchased these brackets on eBay on the understanding that they were Great Western brackets. They weren't – they were Midland brackets. She mentioned this on the RailC Yahoo Group. I saw this; we agreed a price and delivery took place at the Carriage Convention at Foxfield. Incidentally, Railholiday represents yet another sort of carriage preservation. They are based in Saint Germans, Cornwall and have a number of interesting and historic carriages now responsibly restored for use as self-catering holiday accommodation.

The Workshop: the DMU bogie

No, this isn't a new addition to the Collection. Rather, it's us working for the Railcar Committee of the Railway on a commercial basis, renovating a diesel multiple unit (DMU) bogie. “We” in this context is our Engineer, Chris Smith... it's quite a big job, which will keep Chris occupied (we trust, *happily* occupied) for quite a few months.

As seen by the Railway this is part of a larger project to get the at present inoperative Class 101 two-car Diesel Multiple Unit working again. This means a further three bogies for Chris's attention after he completes this one.

Here, our Retail Manager Mick Halcrow takes a break from Sales duties to have a look at progress made.



The Workshop: Compartment 6 of Met 427

Within the Museum, arranging our coaches (and locomotive!) into a coherent display is always a mathematical challenge. This is particularly so because the requirements of the Workshop also have to be taken into account – currently, the location of the Midland coach and the need for the Railway's DMU bogie to be under the track of the chain hoist.



A side-effect of this was that our Metropolitan Brake coach No. 427 was to be located in the Workshop for several months. Ian Wild and Michael Cope decided to take advantage of this by renovating one of the remaining two “unrestored” compartments within this coach.

Over the years the original varnished teak trim had been submerged in yellow paint. This is as shown in the first photograph, which shows the remaining one “unrestored” compartment. This is still essentially in the condition as was the whole coach as received from London Transport by the Worth Valley Railway in 1965 (and then to Vintage Carriages Trust in 1974). Simply stated, the task was to remove the yellow paint, rub down and repaint in white: remove trim, remove yellow paint, rub down, revarnish, replace trim.



Very simple, very straightforward – but also very time demanding!

The second photo (below) shows the present condition of the compartment being worked on. This being paintwork is primarily Ian's domain. The many pieces of teak trim are with Michael, who has almost completed the “cleaning and rub down” phase of this work. There's now “only” the several coats of varnishing to be done before we can think of starting to put everything back again.



Incidentally, the different shades of the timber as seen just below the middle of the empty advertisement frames is a reminder that over the years the layout of this coach has been changed. It was built as a “semi-open” coach, with groups of two or three of the seven compartments linked by a central gangway in this position. We have no information as to why this was or when it was changed to the single-compartment layout that has now survived to this day. Possibly the loss of one, or possibly two, seats per compartment led to the change. If anyone has further information about these changes, we would be delighted to hear from you!

We know that the upholstery has changed significantly over the years, in structure as well as in fabric. A long-time ambition of the Trust is to replace the upholstery throughout this coach, some of which is now in rather poor condition. Whilst available finances mean that this is not likely to be possible in the immediate future we do need to think as to precisely what we need to do. If anyone would like to contribute to this thinking, again we would be very pleased to hear from you.

The photo to the left shows “one we did previously”. This is the compartment the same team completed some time ago and represents the target towards which we are working.

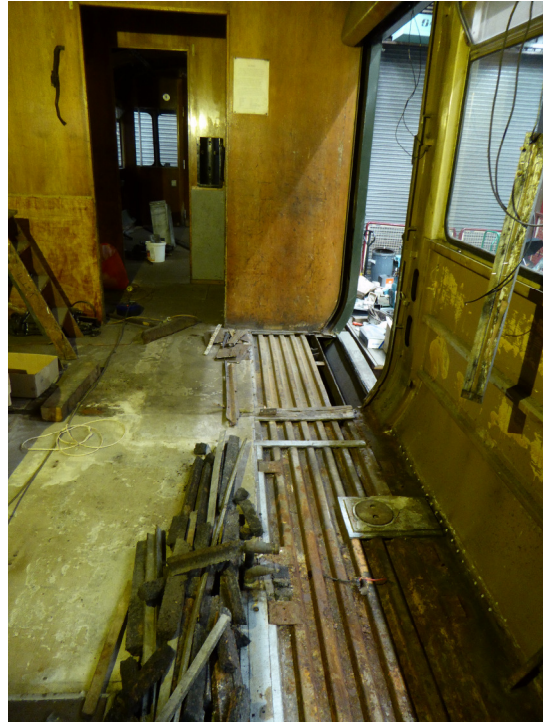
...then there's the final compartment, still needing attention. But not this year!

The Workshop: Railbus E79962

The problem of rectifying the seriously-worn brake discs remains *the* problem for the railbus. There's no doubt that the problem can be solved – but this will be expensive. The Trust's major financial commitment to the Rearwards Extension means that the necessary finance is unlikely to be available for a number of years yet.

However, there's a great deal of work which can be done on the railbus at relatively minor financial expense (albeit needing much volunteer time and quite a bit of our Engineer Chris Smith's time). This will leave the brake discs and a few other relatively costly items for attention once finances are back on course in what will be some years' time. The "few other items" will need to include the batteries, some other electrics including the battery charging circuits, the horns, a replacement Webasto heater, also renovating the seat frames and replacing the upholstery. There's quite a lot here – but (apart from attending to the brake discs) it's no more of a challenge than we've dealt with in carriage (or locomotive) restorations in the past!

Until fairly recently both external doors of the railbus were seized solid: opening or shutting them involved fairly aggressive use of a crowbar. It was decided to remove one door, to allow access and also to find what the problem was. In the event, after a deal of investigation removing the door was relatively easy. It was then very apparent why the doors had seized: water ingress around



the door (not helped by hopelessly inadequate drainage arrangements) had caused severe corrosion under the bottom guide rail of the (sliding) door, which had lifted the door to be wedged solidly against the sliding door gear above the door.

Unsurprisingly, the corrugated and other steelwork under and around the door had also severely corroded. Importantly this included the top of the structural steel box member best identified as the dark grey member just to the left of the near white member which can be seen running across the door aperture. Chris cut the corroded top off this to assess its condition. This was in surprisingly good order, obviously apart from its top. Chris needed to check this structural box member as it continues under the bulkhead to the left (entering the vehicle) – hence the present absence of this bulkhead. There's more investigatory work to do but in Chris's words repairing this is "do-able". Doubtless the other door presents a similar challenge and we expect to find similar problems under the two Driver's desks: but at least the way

forward should be a relatively straightforward one.

An immediate problem is to locate a modest supply of trapezoidal (linear, not curved) corrugated steel as evident in the photo. This is quite small: the top to bottom dimension is 30 mm, the pitch 75 mm, with the top and bottom lands both being 30 mm. Thickness 3 mm. if you know of a supplier, please let Michael Cope know. (In desperation, we could order it as a 10 tonne lot. It will arrive in due course – from China.)

Ingrow in 00 scale

Those interested in 00 modelling will be aware that there has not been a great deal of *Newsletter* coverage on the progress of the "Ingrow Station and Yard" model which Michael Massey is developing in one of the glass display cabinets. Progress is affected by among other things Michael's home location, many miles south of Ingrow.

The model is however coming together. Ingrow Station and the Bahamas Locomotive Society building are now complete, as is our Museum of Rail Travel at the north end of a very well laid out yard. Michael has progressed a little way beyond to the area where we will hopefully manage to build the Trust's extension to the Workshop. Onwards towards Keighley is a large open space created by the demolition of old mill buildings. This space will be dominated by a great number of yellow school buses, parked awaiting their twice-daily activities. Michael seeks to terminate the model in this yard and is seeking a source of 00 scale model school buses. If anyone is able to help with this problem we are sure he would be pleased to hear from you via the Trust.

Exhibitions: "Midland" donations

As reported in the last *Newsletter* one of the display cases in the Museum had a very well set out and interesting exhibition of items linked to the 60th Anniversary of the closure of the GNR Queensbury triangle. We do thank Mark Neale for sharing his knowledge and artefacts of this occasion with us and with our visitors in this exhibition. Mark removed his exhibition pieces a few weeks ago, leaving a vacant space. It was decided that our next display will concentrate on the Midland Railway, complementing the



superb restoration work being carried out by Stuart Mellin and others on our own Midland coach. The Midland Railway's history is a long one. Our Museum has artefacts both big and small which help tell its story. One of these (arriving very shortly) is a rather large Running In Board from Glendon & Rushton Station on the Midland main line, North of Kettering. This RIB was "rescued" many years ago from the countryside outside this Station, which closed in 1961. It is understood that this 9 ft by 3 ft board has been stored in a garage or outside, which

has not helped its condition. It is interesting to find Glendon & Rushton on the web and read that there was, and hopefully still is, a group looking towards restoring the Station, complete with café and visitors centre etc. Are there those among our Members who know the area and are aware of any activity here? Another recent "Midland" donation was a small but heavy copper saucepan. It came with the usual remark "would this be any use to you". It was very dirty inside and out but responded well to a good clean. It is marked Midland Railway Hotel, Bradford and over stamped "LNER". One wonders where it has been and to what use it was put. We do not think it was used for any culinary purposes recently: or at least we hope not! The Midland saucepan was closely followed by a donated Midland Railway Booking Clerk's date stamp machine. Many of us had to be given a demonstration on how to use it! There's a number of these around, but this one is complete with all of its mechanism and with a brass plate on the top clearly stating "Midland Railway".



VCT loco stars again
Keep a look out for ITV's new eight-part series "Jericho" on your screens in the New Year. Set in the Yorkshire Dales it centres on the lives and loves (and often deaths) of those who lived and worked on the building of a now famous railway and its even more famous viaduct in the 1870s. If you are very observant you may get a glimpse of the new livery sported by *Sir Berkeley*.

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!

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