

Vintage Carriages Trust

Members' Newsletter: April 2016

The Rearward Extension, Chairman's Day, Vintage trains, *Sir Berkeley* and *Bellerophon* in operation, good progress on the Midland coach, work resumed on Met Brake – good news on all fronts!

About the rearward extension: our Chairman Trevor England writes:

As you will remember from the previous report in the December 2015 *Newsletter*, it was known that the site is very difficult to expand. As the costs continued to rise the Trustees decided that it was no longer feasible to continue with the original scheme, but it was also agreed that we still required further covered accommodation. The costs meant that we could only afford to carry out the enabling works, the build time would take many years, and we would have no funds available to continue any major restoration.

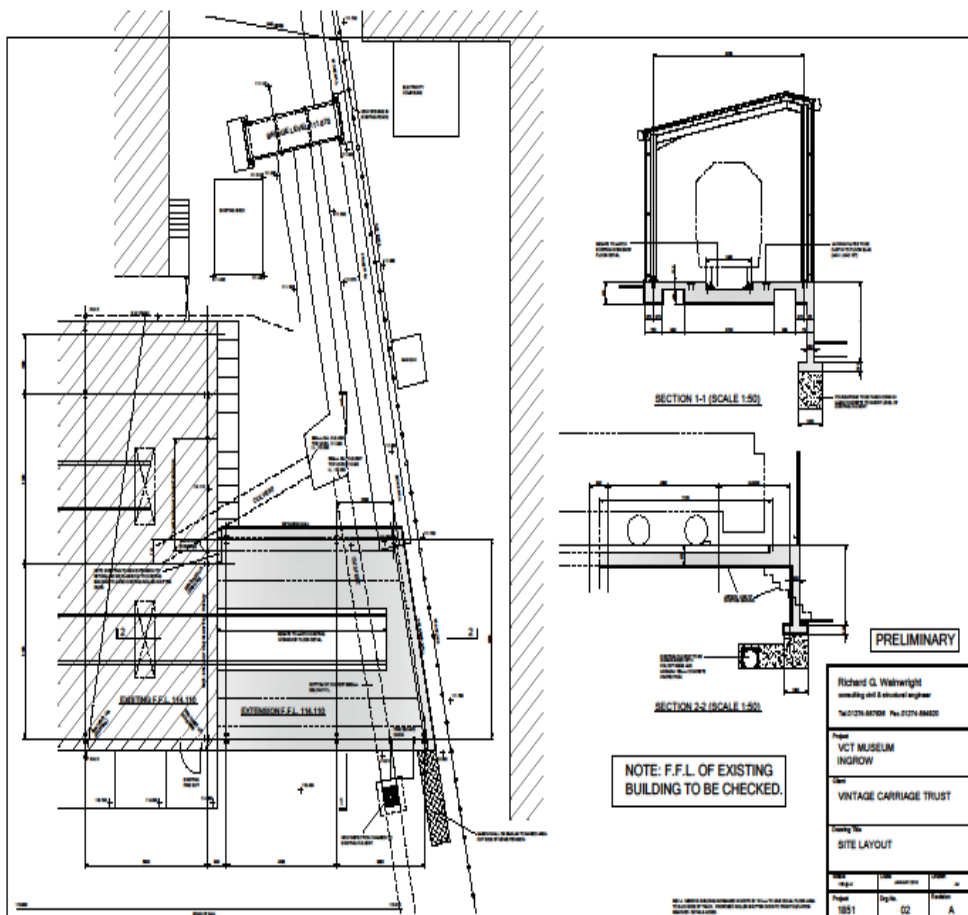
A suggestion was made to see if we could build over the one side which had no issues with the storm outflow and the flap valve. A meeting with the builder and a recommended Structural Engineer has led to a revision of our plans as shown. The project will now see an extension of the track nearer to the railway sidings at a price that is affordable. We will be losing the planned pit to work under the carriages, but we have been able to arrange for the area either side of the track to be concreted to allow the use of the jacks to lift vehicles as required.

The enabling work to divert the gas pipe has been carried out and the telephone cable will be moved shortly. A modification to the fire escape route for British Thornton, next door, has required a bridge to be built over

Gingerbread Clough to move this from the area we will be building on. The culvert which will allow Gingerbread Clough to pass under the new building will be upgraded as part of the construction as it runs under the sidings and behind the present building, and will be underneath the extension once built.

At the time of writing this report we are hopeful that the modified plans will be approved shortly by Bradford Metropolitan District Council. The foundations, building structure, and cladding should be completed by late summer. The fitting out will take time, but we now believe that this can be achieved within the two years we had originally planned.

Can we thank all who have given financial support to this project? You will at long last be able to see the value to the Trust.



The Structural Engineer's drawing above shows the revised layout for the rearward extension. Towards Oxenhope to the left: Keighley to the right. The present Keighley end of the Workshop is the shaded double-width block to the left of centre. The fence symbol (the single line with regular dots running up the drawing, slightly inclined to the left) is our boundary. Gingerbread Clough in its conduit runs parallel to and just to the left of the boundary. Noting that the ground drops (towards the River Worth) towards the top of the drawing, note the storm overflow pipe coming in via its flap valve from the lower left. The intended extension building is the lozenge-shaped structure lower right. You will see that there is now no need to modify the flap valve, its enclosure or its associated works. Whilst we will now achieve only just over half of that originally intended, the cost is very much reduced. The end product is still well worthwhile and is now achievable, both practically and financially.

VCT as a Charitable Incorporated Organisation

Our Hon. Secretary Dave Carr writes:

You will be aware that VCT has now moved from being an “ordinary” Registered Charity to being a **Chartered Incorporated Organisation**, this being much more appropriate for the present size and activity of our Trust. Despite the best efforts of long-serving Trustee Jim Pickles, who has led this whole process, inevitably a few problems have cropped up. All are either now resolved or are in the process of being resolved – including the two “Membership issues” outlined below. Subject to resolving these few (minor) problems, the move to CIO status has been accepted by all as one which will greatly help the long-term operation of our Trust.

Dave reports that a number of Members have expressed concerns about two aspects of Membership renewal, these being **Life Membership** and **Data Protection**. For many of us these confusions have resulted from unfamiliar concepts within the CIO structure, in particular the choice of “Full” or “Associate” Membership.

Concerning Life Membership: those of us who have at some time in the past elected to become “Life Members” remain just that, with the choice between “Full” or “Associate” Members being a decision to be made – but one *not in any way* affecting the “Life Member” status. Life Members are under no compulsion to make any further payments, annual or otherwise, to the Trust.

Data Protection concerns appear to have arisen from the Trust now offering two types of Membership, in accordance with the required structure of a CIO. “Full” Members have full voting rights, BUT agree to allow names and addresses to be stored on a database and to be available to other Members: “Associate” Members have no voting rights, BUT names and addresses are withheld from other Members.

Both types of Membership pay exactly the same subscription fee, and receive the same package of

Membership benefits: free entry to The Museum of Rail Travel, half-price travel on the Worth Valley Railway, three *Newsletters* a year, etc.

The only reason why names and addresses might be made available to other Members is as a protection for the Membership of the Trust. The CIO is required to make this facility available in one, and only one circumstance. This is in the event of any Member, or group of Members, being dissatisfied with the way that the Trust is being run, wishing to call an Extraordinary General Meeting. In order to do this, in this circumstance they would be entitled to have access to the names and addresses of fellow Full Members to solicit their support, the Trustees being unable to deny this access.

As a consequence, there should be no worries about details being made available to third parties. It goes without saying that Members who elect to become Associate Members (and therefore have no vote) are still welcome to attend the Annual General Meeting and all other VCT functions.

After the heavy stuff, it is nice to report that at the February Trustee's Meeting, a total of 476 Members have already renewed their Membership, many including generous donations.

Please note that under CIO regulations those who have not renewed their Annual Membership by **1st July** will automatically cease to be Members of the Trust.

Dave concludes by saying that he is looking forward to meeting as many Members as is possible at the next open day, which (as mentioned below) may be a combined Chairman's Day/Annual General Meeting Day. Hopefully by then there will be some real progress to our workshop extension!

Charitable Incorporated Organisation: Annual Meeting

Our change of status means a change to the arrangements for our Annual Meeting. Chairman Trevor explains:

With the change to CIO status we are required to have an Annual General Meeting within fifteen months of the previous one. The last one was held in the middle of June 2015 and involved only the Trustees at that time. It is therefore a requirement that our AGM for this year is held before the middle of September 2016. All of you are now Members of the new CIO and not the old Trust. To comply with the fifteen month requirement the Trustees have set the date for the AGM to be held on Saturday 3rd September 2016. As we hope to have the Builders at work during the usual date of the Chairman's Day, and the AGM earlier in the year, it was suggested that we should combine these this year. We would hope this would give us time for the rearward extension building to be available for viewing.

This date is a provisional one, with final details to be advised within the next edition of this *Newsletter*. It is however the probable date – so please make a note in your Diary or Smartphone or whatever:

Provisional – Chairman's Day/Annual General Meeting Day: Saturday 3rd September!

Rail Story

Debbie Cross keeps us up to date. She writes:

“My report in the December 2015 edition of the *Newsletter* informed you that over the next few years the Ingrow West site would be developing and that in 2016 it would be rebranded as *Rail Story*. The Rail Story partnership group, made up of Members from VCT, BLS and KWVR, has been working together over the last several months to create the new look and signage for the site and I am pleased to announce that the new signage will be installed on the 21st and 22nd of April.

We have decided to install the signage in phases with phase one showing the biggest change. There will be two new Rail Story signs at the entrance to the site. One will be over the tunnel for visitors coming down Halifax Road from Cross Roads and one will be near the gates for visitors travelling along South Street from a Keighley direction. On site there will be new signs for each Museum and on the platforms there will be signs asking passengers to ‘Alight Here for Rail Story’.

Phase two of the signage which will hopefully take place towards the end of the year will focus more on the smaller signage around the site including changing the current speed restriction signs so they are more in keeping with the 1930s vintage cast iron signs. We are also developing a site map for this phase.

From the visitor research undertaken in 2014 and 2015 we found that a lot of visitors had no idea there were Museums at Ingrow and that they felt it wasn’t very clear that they should get off at this Station. We are hoping that the development of the new signage over the next year will help visitors on the site. Alongside the new signage we

have also developed a new Rail Story leaflet and website (www.railstory.co.uk) showing visitors everything they can see and explore at Ingrow.

Our aim over the next year is to make sure that every visitor to the Keighley & Worth Valley Railway feels that part of their day out is to visit Rail Story and its wonderful Museums.

Concerning events: 2016 has been a busy year so far, with lots of events. In the February half term we

welcomed Postman Pat to the railway and it was such a success we had visitors queuing up an hour before we opened. As well as meeting Postman Pat at Keighley and Oxenhope Stations, we also created a Postman Pat activity pack and trail for on the train and at Ingrow Station we had craft activities, face painting and balloon modelling in the Learning Coach.

We were busy again over Easter with our Easter Egg Hunt and activity pack which ran for the full two-week holiday. Over the Easter Bank Holiday Weekend we had fun in the Learning Coach making Easter Steam Locomotives, Chick’s Nests and designing our own Easter Eggs. There was lots of fun had by all ages.

As our Easter event comes to an end we are in the final stages of preparing for our Model Railway Show taking place on the 9th and 10th April at Ingrow Station and Oxenhope Exhibition Shed. After the success of last year’s event we have decided this year to run the event over the whole weekend with double the layouts.

It has been a very busy few months but we have had great fun and I would like to take this opportunity to thank all the volunteers who have helped with the events. None of these events would be a success without all of you.”



VCT Southern Gala shuttles and shunts

Bob Sprott reports:

Our two Southern carriages – the “Chatham” and the “Bulleid” – were kept busy throughout the Railway’s Winter Steam Gala, held between Friday 26th and Sunday 28th February.

On all three days of the Gala an early morning start at the Museum of Rail Travel saw SR (“Chatham”) Third Class Brake Side Corridor Coach No. 3554 and BR Bulleid Open Third Class No. S1469S collected from inside the Museum and as empty coaching stock propelled down to Keighley to form the 9 am first train of the day to Oxenhope. The train was pulled by either the KWVR ex Taff Vale 0-6-2 Tank No. 85 making its welcome return to steam at the Gala or by ex LNWR No. 1054 0-6-2 Coal Tank and made an impressive Vintage Train to start the Gala on each day.

Following this early morning excursion down the whole length of the line the carriages when returned to Keighley operated four or five shuttles between Ingrow and Keighley for the rest of the day. At the end of each day the carriages were returned by steam engine to their place inside the Museum. The Taff Vale Tank and the LNWR Coal Tank were assisted on some of these shuttles by Hudswell Clarke 0-6-0 Tank No. 1704 'Nunlow' and the combination of these tank engines with our two carriages provided considerable interest and spectacle in Ingrow yard as frequent shunt release manoeuvres took place outside the VCT Museum to reposition the engines for the next shuttle.



Passenger numbers using our carriages especially on the shuttles were excellent and a number of passengers commented that they would have enjoyed a longer ride on the carriages up and down the full line if only this had been possible.....

Editors' note: following considerable work by Philip Walton, the "Chatham" now has working interior lights. This is using LED (light emitting diode) lamps, which are very effective and visually quite acceptable. In the event they were in passenger use for only five minutes or so each day, uphill through Ingrow tunnel. On the single daily full-line return trip, other (non-Vintage) carriages were picked up at Oxenhope. This meant that for the return down to Keighley, our Vintage carriages had to be locked out of use as they would be off the platform ends. Is "enjoying the lights in the tunnels" a further reason for requesting "longer rides"?

News from the Workshop:

The bogie

The Contract work on the bogie from the Railway's Class 101 diesel railcar is just about at its end. Our Engineer Chris Smith has been working on this bogie since September and may well be

Metropolitan Brake No. 427

Ian Wild and Michael Cope successfully completed the renovation of the sixth of the seven compartments of the Met. Brake. They then said that the final compartment would need to wait for what could be quite a long time before this coach was back into the Workshop – and then changed their minds! They are now working within other constraints to complete at least part

The railbus

With the Trust's financial priorities remaining the Rearwards Extension and the Midland coach only minimal expenditure is currently available for this vehicle – fortunately there is a great deal of preliminary work which can be done at minimal or zero cost. Again, if anyone is interested in working on this (vintage) modern-image project (only 58 years old) they would be very welcome: please contact Michael Cope via 01535 680425 (as above).

Amongst this preliminary work it became obvious that the cupboards under the rearwards facing seats at each end of the railbus are a British Railways later addition. Presumably at an early stage the Drivers and Guards found they had

pleased to see the end of this task. However he may be less pleased with the prospect of the remaining *three* bogies potentially coming his way for refurbishment.....

of this work before the coach is next required for service. As mentioned in the last *Newsletter* this work could be an excellent way in for anyone contemplating joining the (small) restoration team within the Workshop: if this is You, why not call in (maybe first ringing the Museum on 01535 680425) to see what is involved?

nowhere to store anything – hence these additions. These cupboards are of present-day importance because their presence has protected surfaced plywood panels now within these cupboards, so leaving us with samples of the original surfaced ply in excellent condition. All we have to do now is to find a supplier able to replicate this surfaced ply.

Pleasingly, we now have two possible suppliers for the corrugated steel as described in the last edition of this *Newsletter*. One is our Chairman's former employer, in Rotherham. The other is a much more local Keighley firm. It may however be some time before we can place an order with the one or the other!

Midland Carriage 358

Ian Wild writes:

Since the last report, Stuart Mellin has continued his work in the compartments. The two Third Class compartments are now virtually complete (as can be seen by this photo of one of these), apart from the upholstery, the glazing and interior door trim. This has included panelling the ceilings with flexible plywood and then making and fitting Scotia mouldings around the edges of the roof struts. Luggage rack brackets and other small cast items are expected imminently from the Foundry in Bradford. Ian Wild will start painting these two compartments shortly.

Stuart has made a start fitting sycamore veneered plywood to the compartment walls in the First Class compartments. The bird's eye maple veneer raised mouldings will be both more difficult to make and much more expensive.

Local Company, Powerrun, has made up the angle steel frames for the seat bases in all four compartments. Messrs. Pickerings in Bradford are ready to start the upholstery work on the base boards and back boards which Stuart has made to fit. After much discussion a decision has been reached to use some moquette already in stock for the Third Class seating.

Halifax Ironworks have successfully rebuilt one of the compartment lamps and are about to take the remaining four lamps for similar treatment. These lamps were originally gas lit and the cylindrical chimney sections are very badly corroded. In their repaired form they will be fitted with small LED lamps similar to those used in the Great Northern six-wheel carriage.

We now expect that Chris will have separated the body from the underframe before the next issue of this *Newsletter*. This will enable us to determine the work required on the carriage underframe. The glazing will not be fitted until the body and underframe are reunited.

So, another quarter of solid progress can be recorded. I looked back at photographs of this carriage in *Newsletters* two years ago and the transformation from a wreck to a recognisable restored vehicle is truly outstanding.



We remain very grateful to the Railway's Trust, whose financial support is very much appreciated!

Left: as seen, December 2013



Right: as seen, April 2016.



Vintage train days 2016

The Railway has not as yet finalised the timetables etc for this year's Vintage Train operations and which carriages they would like to use, from the Lancashire & Yorkshire Railway Trust's or from our own Collections. However, it seems highly likely that one or more of our carriages will be in use one way or another on each Vintage Train day – so do come along! The dates in question are Sundays 5th and 19th June, 17th and 31st July, 7th and 21st August.

Locomotives

Ian Smith reports on our three locomotives:

Bellerophon has been undergoing winter maintenance at Foxfield and is currently awaiting new brake pull-rods. Once these have been manufactured and the brake valve overhauled, the engine can be test steamed ready for his adventures for the year.

Bellerophon is visiting the Lincolnshire Wolds Railway at Ludborough over the whole month of May. Further information is on LWR's website <http://lincolnshirewoldsrailway.co.uk/bellerophon/> This states that *Bellerophon* will be one of three locomotives in steam on Sunday 1st and Monday 2nd May (May Day Bank Holiday).

Bellerophon is quoted as the star attraction at their special Victorian Event, followed by a farewell appearance over the Spring Bank Holiday Weekend, on Sunday 29th and Monday 30th May. If you are able to visit this Railway you should be given reduced or free admission on production of your current VCT Membership card. If this turns out not to be the case please do not make an issue of it – just smile and pay: but let us know!

Then on July 16th and 17th, *Bellerophon* is starring in a very special event at Moor Road on the Middleton Railway. As a "Thank You" to the Middleton Railway Trust for allowing *Sir Berkeley* to disappear for considerable periods of time and also for working long hours to get the engine ready for the filming contract, we have agreed to allow the engine to visit Middleton without any hire charge being made. (The MRT will be paying for the transport!). This event will see ALL THREE of our Trust's locomotives together for the first time in many years! *Bellerophon* and *Sir Berkeley* will be hauling trains at Middleton, whilst *Lord Mayor* will be on display. All three locomotives will be posed together each day.

Our Manning Wardle ***Sir Berkeley*** got his five minutes of television fame late last year when the TV series "Jericho" was screened. Since then the engine has been winterised and a few small jobs carried out for routine winter maintenance. *Sir Berkeley* passed his steam test and is now available for traffic. This will be his last year in traffic before withdrawal for a full ten-year exam and overhaul, during which the smokebox will need replacement, along with a retube and some minor boiler work. The engine will be going out in a blaze of glory in July (he actually retires in

October, but we are partying early!) when he takes part in the Middleton Railway's Victorian Gala on 16th and 17th July. As noted above, *Bellerophon* also will be present: we will be pairing the two working VCT engines during both days and VCT Members will be given free entry on production of a valid Membership Card.

Sir Berkeley will be taken out of service at the end of the 2016 season and then go on display at Moor Road's Engine House until work has been completed on Middleton's locomotive *Brookes No. 1*. *Sir Berkeley* will then go into works for his ten-year overhaul, expected to take around eighteen months to two years, all being well.

Normally stationed at Ingrow, our little Hudswell Clarke ***Lord Mayor*** will, all being well, take a trip to his birthplace for Middleton Railway Trust's previously-mentioned "Victorian Weekend" on 16th and 17th July. This means that we can see ALL our steam locos displayed together for the first time in many, many years. *Lord Mayor* will be displayed outside MRT's Engine House for most of the day, but will be posed with our other two locos each day for photos to be taken. This is a very special occasion as the engine hasn't been in Leeds since 1969 when he left for the Worth Valley Railway, so we are hoping it will draw some people along!!

The engine will only be absent for a short period as he is an essential part of the Museum's attractions, particularly for children, so this is a very special occasion and we hope Members will come along and see all our engines together.

So why not put a note in your diary, now: "Saturday 16th and Sunday 17th July: *Lord Mayor*, *Sir Berkeley* and *Bellerophon* at Middleton Railway, Leeds: Must See!"

On a much less happy note: Members will recall Chris Smith last year at Ingrow attending to the external cladding and then repainting this small four-wheeled former Overhead Line Inspection Vehicle, converted to passenger use (hence, OLIV). Sadly, vandals broke into the MRT compound and set fire to OLIV on 9th February. Since that time, it has been determined that the damage may not be as bad as initially feared and may not be terminal.

Membership

Membership Secretary Jeanette Achilles writes:

We will start by taking a moment to remember Robin Banner, recently deceased, who was a regular restoration volunteer in the workshop for over twenty years. A practical, capable and down to earth person he was never one for accepting any praise in public, much preferring to “stop in the back room”



(Workshop) when at our Chairman’s Days and AGMs and let the quality of the restorations speak for themselves.

Robin was made an Honorary Member for his invaluable contribution to the work of the Trust.

Thank you to those Members who paid

their subscriptions after receiving the December *Newsletter*. We are pleased to hear that so many of you still feel involved in the life of the Museum and the restoration work of the Trust. Every single subscription that is paid *really does count* and we are delighted you are back with us in the fifty first year of our existence. Last year we paused to remember our beginnings and celebrate our past achievements. 2016 is all about expanding and literally *building our future*, securing the sustainability of the Trust. Our Members have been very supportive with their donations, and we thank you all for your generosity.

New Members this quarter include:

Dr M S Draper (Bedfordshire), Benjamin Ashton (Bingley, West Yorkshire), Mrs S Ashton (Bingley, West Yorkshire), Mr James Gartside (London), Mr W Denson (Crawley), Mr A Brown (Leeds), Dr Ian White (Derbyshire).

Shop

Retail Manager Mick Halcrow writes:

The work of the retail department is never ending with a continuous supply of donated books and magazines needing sorting and pricing. We rely heavily on our team of magazine sorters to provide the income the Trust requires to further our projects. New volunteers are very welcome for this demanding and rewarding task – you can even get to read the magazines and books!

We have successfully added a new line of wooden toys. This is the “Big Jigs” range, which is selling well.

The Retail Group also gets involved in supporting events. For example recently we have supported “Postman Pat” on his visit to the Railway, and have run a stall on behalf of “Rail Story” at Keighley’s Victoria Hall.

Museums at Night - Music in the Museum

Jim Pickles writes:

For the past few years, the Vintage Carriages Trust has participated in the national initiative of Museums at Night, wherein Museums open after their normal hours to encourage visitors who would not normally be able to visit a Museum. In the early years, the Museum at Ingrow just opened, and sadly, this approach did not garner many extra visitors, so the idea of putting something extra on, was tried. The first year saw some very informal musical evenings staged, whilst last year something more structured was tried. This year, previous years’ gentle success is being built upon. Last year, the headline evening was the Saturday, and showcased a number of local Blues artistes. This year, it was decided to ring the changes a bit and go for a different headline evening. Recommendations were sought from the Committee, and Mick Halcrow suggested Sarah Widdup, a local singer/song



writer, and so enquiries were made, resulting in Sarah (see photo) performing at this year’s

headline evening, which will be the Thursday.

This year’s programme will be:

- **Thursday 12th May: Sarah Widdup**
- **Friday 13th May: Haworth Ukulele Group**
- **Saturday 14th May: An Open Floor Night** at which local singers/musicians can come and perform.

The Museum will remain open past its usual 4.30 pm closing time, and the music will be from 7.30 pm to 9.30 pm each evening.

Free Admission!

Midland Railway 'Running In Board'

The Running In Board as mentioned in the last issue of this *Newsletter* has now arrived at the Museum. This board was originally at Glendon and Rushton Station, on the Midland main line, North of Kettering. As can be seen from the photograph it does need a certain amount of tlc. A good start would be use of soap and water, maybe followed by judicious use of a restoration paintbrush. We also need to make good the wooden framework it's mounted on and we need to find somewhere to display it. Any volunteers, please?



In the last issue of the *Newsletter* we mentioned that there was a group looking towards restoring the station, complete with a café and visitor centre. Long-standing VCT Member David Smith emailed to say that his wife Kath was brought up in Desborough, two miles further north on the Midland Main Line. She has memories of using Glendon Station one snowy day in order to get home from school in Kettering. Several years ago she joined the group trying to restore the station, being one of the few members from outside the local area. The group was a small one with only about twenty members, and was not successful in its aims of buying and restoring the station. Indeed, a web check shows that "The Friends of Glendon and Rushton Station" has now been dissolved. David reports that the station is now in private hands and is undergoing alterations to allow residential use.

Another VCT Member, David Buckett, also sent us an updating email – he lives at Desborough and had watched the station deteriorate over the years. He had been very pleased when the Friends group came on the scene, but confirmed that the station is now privately owned. He had recently spoken with the owner (who also owns Nuneaton Football Club), who was on site mixing cement. The station building is "listed", but not the attached station house – the new owner is building an extension on to this.

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@vintagecarriagetrust.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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