

Vintage Carriages Trust

Members' Newsletter: August 2017

Welcome to the August 2017 edition of our *Newsletter*!

As always your Trust remains busy and active – though this time it's very much a question of revitalising and refocussing ourselves after the completion of our much-needed excellent (but expensive) Workshop Extension project. There are still a few “tidying up” jobs to be done following this major project, notably getting the storage container into use and a few quite minor “bricks and mortar” jobs. Overall your Trust is now centred on getting itself into even better shape to concentrate on its core objectives of railway carriage (and locomotive!) preservation and restoration.



If, as we anticipate, you would like to hear more of all this and to discuss things with our Officers and Trustees please do come along to our **Chairman's Day**, to be held on **Saturday 14th October**. Why not take the opportunity for a really good networking session?

This day will include our Annual Meeting, to which all Members are invited. You should find enclosed with this copy of the *Newsletter* a small leaflet from our Hon. Secretary Dave Carr calling this meeting and giving full details of what is intended for this Day. Just in case this has gone missing we will repeat the key section of this, which is: “Notice is hereby given that the Annual General Meeting of the Vintage Carriages Trust for 2017 will be held at 2 pm on Saturday 14th October 2017 in the Trust's Meeting Room at the Museum of Rail Travel, Ingrow”: and that this is part of this year's Chairman's Day. Times for this Day are in summary: start at 10.30 am: buffet lunch 12.30 pm: Annual Meeting 2 pm: and then optionally a round trip on the Worth Valley Railway.

As emphasised by Dave, the light lunch will be available only to those who have booked with him *in advance*. Also please bring your VCT Membership Card with you – it may be needed

should you wish to take a trip on the Railway.

As you might have thought, the photo (by Ian Smith) is indeed of our Chairman, Trevor England. Here he is Guarding for brake van rides at the recent Welland Valley Traction Engine Rally. Motive power was provided by our locomotive *Bellerophon* (out of shot in Ian's photo, just to the right).

An essential part of the Annual Meeting is to elect Trustees, to be responsible for the overall management of the Trust and for its long-term secure future. Any full Member may be nominated for the position of Trustee. Our Hon. Secretary Dave Carr writes:

Ever considered becoming a Trustee?

Those of you who have attended previous Annual General Meetings will be aware that full members of the Trust, now a Charitable Incorporated Organisation, have the right to vote to elect twelve Trustees for a period of three years.

Under the terms of the constitution of the Trust, those elected at the AGM then decide who, from among their number, should fulfil the various necessary roles for the next twelve months.

The Trustees are aware, however, that they are also required to step down from their roles, after a period of seven years of service, for a period of at least twelve months.

Whilst none of the present Trustees have served such a period since we became a CIO, the Trust would be wise to prepare for the recruitment of new Trustees.

All Full Members are eligible to be nominated for the role of Trustee. If you wish to seek nomination for office at the Annual General Meeting, to be held on 14th October 2017, please contact Secretary, Dave Carr by post, using the Trust's usual postal address, or by e-mail at d.carr388@btinternet.com and the necessary nomination form will be forwarded to you.

Accreditation

Museum Accreditation is a scheme organised by Arts Council England. To quote their website: "We want all museums to be sustainable, focused and trusted organisations, which offer their visitors a great experience. The Accreditation Scheme sets out nationally-agreed standards, which inspire the confidence of the public and funding and governing bodies. It enables museums to assess their current performance, as well as supporting them to plan and develop their services".

Sadly, these laudable objectives do not ease the near-intolerable strain that completing the

Museum "Open Doors"

Talking of Museums: we will again be taking part in this national event, taking place from Thursday to Sunday 7th to 10th September. Over these four days we will be offering free admission and guided tours of the Museum and Workshop. Our "Rail

Membership

Sadly we must start with the news of the death of Denis Jagger. Denis was an active and supportive Member of VCT for a great many years. He will be remembered by more senior Members as frequently manning our little Shop under the ramp at Keighley. Later years brought deteriorating health and in due course a move to one of the flats close above the traffic lights above Ingrow Station. With assistance in particular from Paul Whitfield Denis in his wheelchair was able to make occasional visits to our Museum, which he much enjoyed. Denis was very much part of the "older generation" of VCT Members: we will miss him.

Our Membership Secretary **Jeanette Achilles** writes that she is pleased that there have been a number of occasions so far this Summer when she has been able to meet and speak with VCT Members, notably the Model Railway weekend in

TripAdvisor

Paul Holroyd writes:

Following our success last year, we were delighted to be awarded a 2017 Certificate of Excellence by TripAdvisor, the well-known internet website. Travellers are able to write reviews and submit

On the buses

Many Keighley buses now have visual displays giving passenger information, together with recorded sound announcements. As these buses approach the stop for Ingrow Station passengers are advised both in sound and visually that they should "Alight here for the Worth Valley Railway and for the Museum of Rail Travel".

necessary paperwork imposes on any Museum seeking Accreditation or re-Accreditation, and in particular on the smaller Museums.

In this context we must thank Dave Carr and his several assistants in completing our recent application for re-Accreditation. We understand we will be told this coming month whether or not this application has been accepted.

After some 25 years as a Registered Museum and then as its successor an Accredited Museum we hope that the ever-increasing weight and complexity of the Accreditation scheme do not prove unsustainable for us!

Story" colleagues the Bahamas Locomotive Society will be similarly offering free admission and tours of their Museum and Workshop, also of the Yard: and their "Learning Coach" will be open to visitors.

July and the Vintage Train days thus far this year. She thanks all those who made donations in response to the April appeal – these thanks are echoed by all VCT Officers and Trustees.

Almost all of those who were asked to change their Standing Order donation and other payments from the old Account with Messrs Lloyds in Leeds to our new Account with Messrs CAF Bank have now done so: thank you for this. If you are one of the very few not to have done so as yet would you please do so ASAP?

Only one new Member this time – so an especial welcome to new Member Mr Peter Bell.

We are sorry to report that Trustee (and VCT Shop Manager) **Mick Halcrow** is at present in hospital following a fall, with other problems then being detected and treated. We all send Mick our very best wishes for a full and speedy recovery.

photos of the attractions, accommodation providers and restaurants which they visit. 19% of TripAdvisor travellers have given us a 4-star "very good" rating, whilst an impressive 81% have given us a 5-star "excellent" rating.

This for us was a completely unexpected and very effective advertising bonus – thanks go both to The Keighley Bus Company (Transdev) for this much-appreciated initiative, and to whoever it was who suggested including our Museum in this very specific presentation.

Carriages (and Oliv)

Oliv

Within the Workshop, our Engineer Chris Smith continues work on the EM2 Locomotive Society's four wheel Drewry Overhead Line Inspection Vehicle ("Oliv"). The EM2 Society had added seats and otherwise converted Oliv to a passenger-carrying vehicle. Sadly, following its return to the Middleton Railway after previous work by us, this vehicle was severely damaged in an arson attack in February of last year. Hence its return visit to Ingrow (photo, below) to allow VCT to effect external repairs as a



piece of Contract work. Time and money constraints meant that this work was to be limited to the bodywork framing and cladding, plus at least partial painting.

Much of the body sheet steel cladding had been terminally heat-damaged. Removing and later replacing this was relatively straightforward. There is however still a delay in delivering the formed sheet steel for use at the top of the bodywork, where there is a curved transition to the flat roof. In the present state of the British economy it is we suppose pleasing that our usual, and very local, suppliers were unable to take on this modest steel rolling job because they were "too busy"! This is small consolation to us, though!

Chris's skills were much exercised when attending to the body framing. This had been seriously distorted by the fire. Much of this angle-section structure needed replacing and a great deal of thought and work was needed towards getting everything correct and square again. Replacement window units have now been delivered – and there is confidence that despite the difficulties in getting the framing correct, they will fit.

Chris now has filling and painting the body sides and the roof well in hand.

The work being done at Ingrow covers only the exterior. A lot of interior work is still to be done, including replacing all the seating and much of the floor. This will be by Members of the EM2 Society after Oliv's return to the Middleton Railway. Some attention will also be needed to the engine and transmission, and to the brake systems. Fortunately everything below floor level was not too badly affected.



Metropolitan Railway "Dreadnought" Third No. 465

It's now quite some time since our "Dreadnought" Met. No. 465 was present at Ingrow. This coach is currently on loan to the Buckinghamshire Railway Centre at Quainton Road (near Aylesbury). It is expected to return from there some time next year. Our recently-completed extension to the Workshop gave sufficient space to allow this coach to be accommodated at Ingrow.

There is however a slight problem in that the underframe of the Midland coach will need its own space for rather longer than was initially expected, and until it's safely back under its body there just isn't enough room! Doubtless we will arrive at a solution – in the meantime, bright ideas and the services of a logistics expert would be welcomed!

Midland Railway six-wheel Composite Carriage No. 358

Restoration of this carriage remains our principal and the most important activity in the Workshop. The underframe has now been run out from under the body and is therefore very accessible – as is the body itself (less of a climb up to the compartments, if nothing else!).



This has allowed John Morris and Norman Overend to start the very considerable work needed on the underframe. After some cleaning, thus far this has been mainly the hard labour of removing a great number of bolts, including those securing fittings such as the spring hanger brackets. This will allow cleaning and making good as appropriate. The bolts themselves are generally in the sort of well-used condition you would expect of anything that has been in position in this wooden underframe for the last 131 years. However, the condition of the bolts, and of

the underframe generally, is much better than we might have feared. Certainly restoring the underframe to an operational condition should be straightforward, albeit hard work, expensive and time-absorbing.

A fast-approaching challenge is to remove the flitch plates (the very long steel sheets running the full length of the underframe, on the outside of the outer longitudinal members). This is because there is a build-up of rust corrosion on the inside of the plates, where water has been trapped between the steel and the wood. These plates therefore need removing to allow inspection, cleaning and renovation or replacement as then

found necessary. You may be able to see the bolt heads in the photo – there are at least eighty more bolts to be removed – each side!

The second drawbar spring is yet to be removed. This in itself is not a small job, but for us is made more difficult by the need for a shunt to give space to allow the drawbar to be withdrawn. The two drawbar springs can then be removed. These two, plus the six suspension springs



already removed, will then need to be sent for professional renovation, which won't come cheap!

Stuart Mellin is looking forward (well, we think he is looking forward) to the heavy-duty woodwork needed to shape the two necessary replacement headstocks (or "buffer beams" – they are the relatively short beams that carry the buffers themselves). He has had the necessary good-quality large timber beams in store for some years past.

Meantime, Stuart has virtually completed the “Bird’s Eye Maple” facing work in the two First Class compartments. As seen in the photo below, the background timber is sycamore (for present day circumstances, as a veneer), with the Bird’s Eye Maple mounted on to it. This maple is a quite exotic timber, so this again is a veneer – very thin, and *incredibly* expensive! The end result we believe to be very close indeed to the authentic restoration to which we aspire, and looks very good indeed. This is particularly with the beautifully-finished ceilings. This last is courtesy of Ian Wild’s work and in particular his filling, painting and varnishing. These skills he has employed also on the exterior and the droplights. Ian also is now working on the luggage racks: the brackets are all now available, the rack poles are in hand, and everything else is at the least planned for.



Meantime, Robin Higgins continues with a multitude of “minor” (?) tasks, notably in fettling and generally making good such items as the door furniture and locks and many of the luggage rack brackets. Also our Vice Chairman Mike Holmes has been able to contribute by his painstaking historical research.

It is pleasing to see so many people now involved in this major project of restoring what is a very important carriage. Even your present scribe and our Hon Curator Jackie Cope have had recent involvement, if only by updating a display in one of the cabinets featuring the progress of this coach from its arrival in 1968. It’s sobering to realise that this coach has now been under our care for a grand total of *forty nine* years. Yes, we celebrate its half-Century with us next year: how best can we celebrate this significant birthday? Maybe by raising sufficient funds to be able to go ahead with the upholstery?

Metropolitan Railway seven-compartment Brake No. 427

As reported in the last edition of this *Newsletter*, Ian Wild has successfully completed the “revitalisation” of the remaining compartments within this carriage, with all paintwork and all of the varnished trim in very good order.

We say “complete”, although as in any historic restoration project one can always find some minor item requiring improvement! The major item still needing attention is however very obvious, and is to replace the moquette seat covering throughout this carriage.

Chairman Trevor is in touch with a sister Company of his pre-retirement Employers, who can weave an appropriate fabric. Inevitably, cost now becomes a factor. The price per metre is high but not excessive: the problem is the very high minimum of metres required for a minimum order. We need to find at least two other groups

or Museums with similar needs, to allow a joint purchase. This is what we will do as soon as we have sufficient available funds to cover both the moquette and its professional fitting.

In the meantime, this carriage is in use on the Railway as the Brake vehicle for the Summer “Vintage Trains”. This year, these trains otherwise are made up of a complete (if very assorted!) Lancashire & Yorkshire Railway carriage set.

The final day for this year’s Vintage Trains is Sunday 3rd September. As the Railway is not operating an Autumn Gala this year, it’s highly likely that this date will be the last opportunity to see any of our carriages in operation this year. It’s a long way off yet, but the Railway’s expected Spring Gala 2018 is likely to be the next opportunity when any of our carriages are in operation on the railway.

Locomotive news

Sir Berkeley continues to slumber inside the Engine House at Moor Road, awaiting the call for his overhaul. This is now imminent, with repairs to *Brookes No. 1* now completed and *Sir Berkeley* should be inside the workshop by the time this *Newsletter* reaches Members.

Bellerophon spent last Winter having work done to his valves and pistons at Foxfield. The loco visited Welland Valley Traction Engine Rally on 27th to 30th July. (Welland is not far from Ledbury, Worcestershire). This long-established Rally is now one of the largest and most respected of its type in the country. Chairman Trevor England with Ian Smith visited the Rally on Saturday 29th to find the engine hard at work hauling visitors. A lunch break for their Guard found Trevor working the flags and Ian acting as guide.

Interestingly, alongside was a Southern Railway

version of the Scammell mechanical horse we used to have at Ingrow – however there is no suggestion this particular vehicle was caught speeding!

For the future, we have had the news that Embay Railway no longer requires the loco for next year, which is a disappointment. However, we are planning something else which will hopefully allow Members to ride behind the engine before his boiler certificate expires next year.

A very good piece of news is that *Bellerophon* is going to star in the Severn Valley Railway's "Small Engines Weekend" in March next year. The plan is for the loco to haul 3 GWR "Toplights" between Kidderminster and Bewdley each day, with a possibility that he might do one round trip in the evening, on a special timetable since he cannot do the normal 25 mph. We will keep Members informed nearer the time.

The changing face of the Retail Offer in the Shop

We have been making some alterations recently to our ranges and displays in the VCT Shop which have been implemented to respond to noticeable changes in our visitor profiles.

As well as the important traditional and ongoing ranges of railway magazines, books, pictures and DVDs, we have reintroduced a number of railwayana items including signs, lamps and wagon plates all of which appeal to our core enthusiasts.

However we have put more emphasis on stocking ranges which will appeal to the increasing number of young families and non-railway enthusiasts who are visiting the Museum, including those from organised educational visits and coach parties who are more likely to want a small souvenir or gift item. Ranges of 'Rail Story' branded gift and fun lines are now in stock which added to the existing 'Museum of Rail Travel' branded items create a strong offer to appeal to the more general visitor. In addition we have

enjoyed very good sales of the popular "Bigjigs" railway toy ranges which are now well displayed to catch the eye of our young visitors (sometimes to the consternation of their parents!).



Also, we have started a trial selling sandwiches supplied by train on a daily basis by the KWVR catering team from Oxenhope. These are retailed from a cooler standing on our counter which has also been supplied by the KWVR catering team. (In the photo the cooler is presided over by Keith Pitts). This trial will continue until the end of Summer running in September when the sales will be evaluated.

Sales of books and of magazines remain very important aspects of our Sales activities. To our surprise, magazine sales have increased very noticeably in recent weeks, at the expense of book sales. We are uncertain as to why this is the case. A possible thought is that over recent years we have progressively become overburdened with books of lesser quality, not sought after by our discerning book-buying visitors. This, coupled



with queries as to how we display books within the Shop, has led to a rethink of the layout of the books on the shelves. This includes the popular “£1 bargain books” now displayed in the Shop itself rather (unsatisfactorily) on tables in the Museum. If you are a keen student of these £1 special offers, they are now all in the bay to the extreme right of the book display – and there are still good bargains to be had!

The magazine room has also seen some attention. Here the desire is to improve general tidiness and the labelling of the various magazines, to improve

the overall magazine-buying experience and to make everything rather more accessible.

We still have a major problem in where to store incoming donated magazines. All too often these finish as a series of meaningful heaps on the floor, which is not satisfactory. Possible future building plans may rectify this – but finances decree that this will be some time yet.

In the meantime your continued donations of books and magazines, and of model railway equipment etc., are very much appreciated and make a very substantial contribution towards our ongoing finances. Thank you!

Model Railway Show – Saturday July 1st and Sunday July 2nd

The third KWVR Model Railway Show was held over the first weekend of July. This event was started two years ago by the Rail Story team exclusively at Ingrow and has now grown to become a regular KWVR event with a major exhibition at Oxenhope as well as continuing at Ingrow.

This year the event was held in conjunction with the Keighley Model Railway Club and the highlights at VCT were the two Hornby displays cleverly situated in the front of our workshop.



Member John Morris displayed his Hornby Dublo three-rail layout and extensive range of rolling stock using to advantage the underframe of our Midland 6-wheel carriage for laying his baseboards now that it has been split from its body in the Workshop. Our Trustee Bill Black had also worked hard for some weeks in his garage at home in creating a large layout to show off his fabulous range of Hornby tinsplate electric and clockwork locomotives with appropriate rolling stock and accessories, some of which date back to the 1930s. Bill's layout with baseboards supplied by fellow working Member Stuart Mellin was displayed by making use of two of Chris Smith's workbenches suitably cleared for the weekend. As in 2016 Bill was

assisted ably by Members of the KWVR Young Persons Group who seemed to delight in operating the 'older style technology'! Both photos are courtesy of BLS Member Sam Steventon. Bill is seated within the layout in the lower photo, with John central in the upper photo.

To accommodate other layouts at the front of the Museum *Lord Mayor* and our Great Northern 6 wheel carriage No. 589 were displayed immediately outside with access to the footplate of *Lord Mayor*, and on both days of the Show brake van rides in Ingrow yard were provided by Hudswell Clark No. 1704 *Nunlow* and the Bahamas Locomotive Society's "Queen Mary" Brake Van.

Finally to complete an eventful two days our Metropolitan Brake Third Carriage No. 427 was in use on the Sunday of this Model Railway Show, July 2nd, as part of the first Vintage Train Sunday of the Summer.



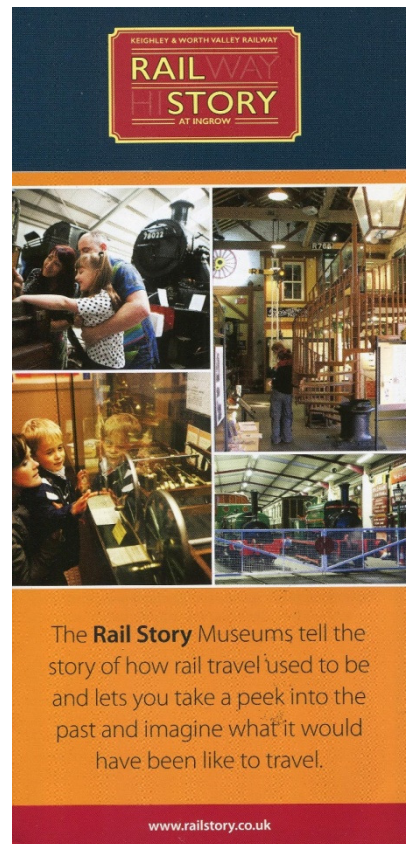
'Rail Story' – phase 2 signage and new leaflet

The installation of the second phase of the new 'Rail Story' signage was completed at the end of June.

This consisted of the erection of one or two major signs left over from Phase 1 including the 'Align here for Rail Story Engine Shed and Carriage Works' which is displayed on the side of our Museum.



Further directional signs are now located throughout the yard in 'Rail Story' branding and one of the map signs is just outside the Museum to assist visitors in orientating themselves around the site. A number of warning signs are in position deliberately designed in historical style



for pedestrians and speed limits. New admission signs are located on the front of the Museum giving details of opening times and admission prices. There are also several essential small signs such as Fire Assembly Points and a "No Climbing" sign on the yard crane.

The first interpretation boards are in place giving the visitor more details on specific items on the site including the Shoddy Manure Dock, LMS Crane and Yard Crane with more to follow for gas lighting and the station gardens.

Finally a new leaflet has been produced telling the 'Rail Story' which can be toured using the three components of the site. These are firstly "The Station", welcoming trains passing through on the Worth Valley line. Then comes "The Engine Shed", where the Bahamas Locomotive Society is developing the story of locomotives, followed of course by "The Carriage Works" which tells the story of how travel by rail has developed from the passenger's point of view.

The **Rail Story** Museums tell the story of how rail travel used to be and lets you take a peek into the past and imagine what it would have been like to travel.

www.railstory.co.uk

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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