

# Vintage Carriages Trust

## Members' Newsletter: May 2018

We begin this edition of the Trust's Newsletter with two important "must do" items. We would ask for your attention and consideration of each of these, complete with your action as and when this is required.

Firstly, we are talking of the new General Data Protection Regulations and its impact on to a great number of organisations of all sizes. This certainly includes our own Vintage Carriages Trust. Our Hon. Secretary, Dave Carr, has been monitoring just what it is we need to do. He now writes as follows:

"As you will recall from our January Newsletter, the Vintage Carriages Trust is in the throes of creating the documentation required to meet the General Data Protection Regulations, as prescribed by law, which come into effect from 18th May, 2018.

I am sure that you have already received letters and emails from a number of organisations, seeking permission to carry on contacting you, in order to ensure that you may be fully involved in their activities. The Vintage Carriages Trust too will be contacting you in the very near future, as is required, by a further communication, totally separate from this *Newsletter*.

Please be ready to open this letter, and to respond promptly. We will be seeking permission to continue to send details of our regular appeals as a Charitable Incorporated Organisation (CIO).

Other information, such as your name and address, has been captured purely for the membership scheme, for example to send you your Newsletters (as clearly included in the membership offer when you joined). This constitutes a legitimate interest and does not require consent.

You may contact us by any method to give, or to withhold, your permission for the Trust to use your data in this way. This maybe by letter, email, SMS, by telephone or by personal communication at The Museum of Rail Travel.

Obviously, we will need to adapt our present computer database, so that we are able to differentiate between those who wish to receive such information and those who do not.

As previously indicated, you may opt into, or out of, receiving this type of communication at any time. Similarly, you may request to see what information we hold concerning your membership; and you will have full access, through the website to VCT's Privacy Policy, once it has been agreed by your Trustees.

Addresses you may use include [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org) or my personal email address (as your Hon. Secretary) of [d.carr388@btinternet.com](mailto:d.carr388@btinternet.com) or the stamped, addressed envelope we will enclose with the letter we will send seeking your consent."

The other "must do" item is actually more of a "must come" item. This is no less than **this year's Chairman's Day, which will take place on Saturday 9<sup>th</sup> June**. The proposed running order is:

**10.30 until 11.00 am:** tea/coffee and biscuits

**11.15 am:** welcome from our Chairman, Trevor England: to be followed by discussion topics:

Launch of the "new" 50<sup>th</sup> Anniversary livery for our "Chatham" coach: Trevor England.

KWVR 50<sup>th</sup> Anniversary VCT involvement: Trevor England.

Progress on the Midland Railway carriage: Ian Wild.

Other workshop progress: Chris Smith.

Changes to carriages on display: Wendy Anderson.

Retail Report and Reception: Bob Sprot & Alexandra Haley.

Rail Story: Debbie Cross.

Museum development: Anthony Coulls.

Locomotive progress: Ian Smith.

Future plans: Dave Carr.

Conclusion: Trevor England.

All this will be followed at **12.30 pm** by a **Buffet lunch**. Afterwards it's suggested we all take a ride on the Railway's service train, departing from Ingrow at **2.18 pm**.

There are two things to note for Chairman's Day. Firstly, if you would like to join us for the Buffet lunch would you please let Dave Carr know that you will be present: contact details are as above. Secondly: please note that our

Annual Meeting for 2018 will take place *later* this year, the provision date being **Saturday 13<sup>th</sup> October**, at 2 pm. The confirmed date and all other necessary information will be given in the next issue of this *Newsletter*.

## Worth Valley Railway: 50<sup>th</sup> Anniversary Celebrations

It will be a busy Summer for the Railway, in particular its celebration of the 50<sup>th</sup> Anniversary of Re-Opening the line. The Re-Opening day itself was Saturday 29<sup>th</sup> June 1968: this will be commemorated with a train replicating as closely as is possible that which ran that day, half a century ago. This will take place on **Friday 29<sup>th</sup> June 2018**. The date is correct – but it has to be a Friday rather than a Saturday!

The Railway for some weeks past has been distributing leaflets saying “Join us for 8 days of celebrations, featuring 46100 *Royal Scot*”. These eight days of celebration are from **Sunday 25<sup>th</sup> June** to **Sunday 1<sup>st</sup> July** and so include the Re-Opening celebratory day itself.

In the meantime, we understand the likely programme for these eight days will be as follows:

**Sunday 24<sup>th</sup> June:** subject to completion, return to service of Ivatt tank 41241:

**Monday 25<sup>th</sup> to Wednesday 27<sup>th</sup>:** *Royal Scot*, in “top and tail” operation as outlined above:

**Thursday 28<sup>th</sup>:** small locomotives day – to include visiting tank locomotives:

**Friday 29<sup>th</sup>:** re-run of original Re-Opening Special with Ivatt 41241 at its head (as in 1968):

**Saturday 30<sup>th</sup>:** both steam and diesel trains, re-creating the late 1950s:

**Sunday 1<sup>st</sup> July:** “Modern Traction” – re-creating the Worth Valley Railway's 1988 “Modern Traction” event. It is planned that Class 55 “Deltic” No. 55 *Royal Highland Fusilier* will visit. It's planned that this locomotive will also operate some trains on Saturday 30<sup>th</sup>.

All being well, Vintage Carriages Trust's vehicles will be operational on the Railway on three days over this period. All three of our Metropolitan Railway coaches will be in use on the Thursday and the Saturday. The special train on Friday 29<sup>th</sup> June will include two of our three Metropolitan carriages (9-compartment Third No. 465 and Brake No. 427), plus “Chatham” carriage No. 3554, to be running as KWVR No. 1.



Very few photographs of the Re-Opening train have survived. One of the few is that shown here, taken from one of the earliest postcards published by the Railway. In the original image, behind Ivatt 41241 and the USA tank locomotive 30072 (carrying the number “72” for the occasion) can be faintly made out the “Chatham” coach, the two Pullman cars, LMS Third No. 12066 (renumbered KWVR No. 6), and Metropolitan Railway Third No. 465 with Met.

Brake Third No. 427 bringing up the rear. At the time Chatham 3554, Met. 465 and Met. 427 were numbered 1, 2 and 4 in the Worth Valley Railway fleet. Met. First No. 509 was used by the Railway in the first year, but not on the first day of operation. Your present writer was Worth Valley Society Treasurer at the time – he well remembers selling the last few available “first train” tickets, he thinks at one shilling and six pence a time, and then riding in one of the two Pullmans thinking “what *have* we done? Can this Railway possibly survive?”

A passing thought is that the Ivatt locomotive then was virtually “ex works” at a mere 19 years old. It’s now rather more of a pensioner, at 69 years of age!

*VCT has been around for all those 50 years, and before. Over this time VCT certainly has made a very real contribution towards the Railway’s overall activities. Without its active presence at critical moments the assured future of – indeed, the continued existence of – the Chatham and Metropolitan carriages, as well as the later-arriving “Bulleid” coach, just would not have been assured. Our storage shed at Ingrow, its evolution into the present Museum of Rail Travel and more recently our participation in the “Rail Story” project all have made a major contribution to the Railway as a whole. Vintage Carriages Trust, together with all its Members, has good reason to join with the Railway in celebrating this major milestone of 50 years of successful operation!*

## Carriages: comings and goings

Metropolitan Railway nine-compartment Third has returned from the Buckinghamshire Railway Centre at Quainton Road, near Aylesbury, where it has been on loan for the last five years. This loan was in conjunction with the 2013 celebrations of the 150<sup>th</sup> anniversary of the opening of the Metropolitan Railway, back in 1863. At Quainton Road No. 465 was able to operate only a few yards away from its old stamping grounds, on the Metropolitan Railway north of Aylesbury.

To make room for the return of this coach, our British Railways-built Bulleid-designed Third Open No. S1469 has moved to the Emsay & Bolton Abbey Steam Railway for a minimum period of one year to be used as part of their Dining Train service, all under the watchful eye of our Trustee Wendy Anderson. This will necessitate the installation of tables into each group of four seats. These will be replicas of the tables included in the Bulleid when first built in 1950 but not replicated by us when the carriage was restored a few years ago. A sample table has been borrowed from the Bluebell Railway for copies to be made. At the end of the loan period VCT will have the opportunity to retain these or have them removed.

With the Bulleid coach going away and not having a matching pair we have decided that it is also a good time to refresh the paint on the “Chatham” coach No. 3554. It was painted from Southern green into British Railways carmine and cream when we completed the restoration of the Bulleid coach some years ago. This was the livery it carried at the end of main line service in 1961, and the livery

carried by the Bulleid when new in 1950. We plan to return the Chatham coach to green, but in the style carried in the 1930s of Malachite green, a livery it hasn’t carried in preservation. As it will be required for the Railway’s 50<sup>th</sup> Anniversary train we have decided to return it first to the maroon livery it carried in the Re-Opening train of 1968 as KWVR No. 1. If you would like to see it in this condition you need to come for the celebrations as it will be going back into the Workshop very soon afterwards for final painting into Malachite green.

In the photo, our Engineer Chris Smith starts on the long

job of rubbing down the exterior of the Chatham coach. “Long” means just over 20 yards this side, then the same again for the other side. Then 40 yards of undercoat and 40 yards of gloss maroon. After 29<sup>th</sup> June, a light sand down, then undercoat, then gloss Malachite green – and of course then varnish. Just as well that the power sander is powerful and effective – and very nearly dust free!





## Last Outing together for our 'Blood and Custard' Carriages

*Bob Sprot writes:*

The KWVR Spring Gala held from Friday 9<sup>th</sup> to Sunday 11<sup>th</sup> March made use of our two Southern carriages on the Saturday's Ingrow to Keighley Shuttle service. These were Bulleid 1469 and Chatham 3554.

The carriages completed four shuttles during the day, hauled on two of them by BR Standard Class 4 No. 75078 which itself originally operated over Southern tracks and gave an impressive recreation of very early BR days. On the other two shuttles the carriages were hauled by LNWR Coal Tank No. 1054 (owned by the National Trust but looked after by our near-neighbours at Ingrow, the Bahamas Locomotive Society). Loadings were excellent and as always passengers enjoyed the experience of riding on older carriages with their particular history of being used in their early days on Boat Trains from London Waterloo to Southampton in the case of the Bulleid, and London Victoria to Dover for the Chatham.

Robert Taggart's photo shows Hudswell Clark No 1704 *Nunlow* with our carriages in Ingrow yard performing the shunt release manoeuvre ready for the next shuttle. This is as seen through the spectacle plate of *Lord Mayor*, safely within our Museum building.



## Bellerophon

*Ian Smith writes:*

Our historic locomotive *Bellerophon* visited the Severn Valley Railway in March, where he collected a new set of friends, including the crews, who specially requested to be aboard for the three days of the Gala.

Trevor, Bob and I visited the Railway on Friday 16<sup>th</sup> March to find the engine very much the centre of attraction at

Kidderminster despite much larger beasties running the full length of the line. Whenever the engine was in the station awaiting departure, there was always a queue of admirers wanting to photograph or cab the engine. The old engine performed very well throughout the weekend, but sadly the boiler has begun to show its age with a lap joint beginning to leak on the driver's side, just where it cannot be got at. In view of this, the Foxfield Railway (where *Bellerophon* is



currently based) is not going to use the engine very much at all until their Gala in July, when it will have its final weekend in traffic before withdrawal.

VCT and Foxfield will be meeting shortly to commence discussions about the future of *Bellerophon*. Like *Sir Berkeley* before it, the engine was repaired back in the 1980s to a standard which is no longer appropriate for the 21<sup>st</sup> Century, and now needs more work doing. In particular, the boiler is something of an unknown quantity. We know it requires a fair amount of work and we need to decide if this is justified for another 10 year ticket or whether a new one should be provided, if financially possible – exactly the same situation we had with *Sir Berkeley*.

VCT and Foxfield will consider the locomotive's current condition, the amount of work which has already been done over the last few years (it had £30,000 spent on it only 3 years ago!) and ways of financing the overhaul. We will report our findings in due course.

## Sales and Front of House

As expected, the last few months have been fairly quiet. We are however well prepared for a busy summer, with the Railway operating on what seems to be a steadily increasing number of days – and with the added attraction of the Railway's 50<sup>th</sup> Anniversary year.

Debbie Cross is now employed by the Railway, we understand with part of her remit being to apply the successful thinking behind the Rail Story project to the Railway as a whole. We understand also that she will however have some time available to continue to look after some aspects of Rail Story at Ingrow, in particular the very successful school visits programme.

Following Debbie's move, we have been able to extend Alexandra's hours to allow her to take on rather more curatorial and other museum work. We wish her well in this expanded role.

Our Shop and Magazine Room rely on the continued goodwill of our Members and of the general public who donate railway-associated items for resale. These sales form the greater part of our retail activity and help us to raise funds for the restoration and maintenance of our vintage carriages.



Do you have stored railway items in your spare rooms, cupboards, loft or garage? If so or if you are thinking of disposing of any small railway items (such as Books, Magazines, DVDs, Pictures, Photographs, Post Cards, Railwayana and especially Model Railway Equipment) please consider donating them to us for sale. We will make very good use of any railway-related items you are able to give to us!



VCT depends very much on its volunteer labour force to undertake a great many tasks. One of the most vital tasks is staffing the museum at weekends. With the sad loss of Mick Halcrow, we are very short of staff on weekends to the extent that we are becoming very dependent on just one person, particularly for Sundays. This is unhealthy both for the museum and also for the volunteer in question, who needs his weekends as do the rest of us. So, we are appealing for new volunteers to work in the shop at weekends. The work isn't onerous and training will be given to anyone who can spare us some time, especially Sundays, but there are also vacancies on Saturdays, too! We guarantee a friendly welcome, tea supplied regularly and good fun to be had, talking to our regular customers. Please drop an email to [admin@vintagecarriagetrust.org](mailto:admin@vintagecarriagetrust.org) if you are interested – even one day a month is useful!!

Photos: Volunteers at work. The heavyweight team of Bob Sprot and Ian Smith behind the Sales/Reception counter – short of nothing other than (just for the moment) Visitors: and “many hands are reported to make lighter work” – left to right, Crispin Howell Jones, Roland Wanty, Keith Taylorson and David Kay hard at work sorting magazines. Not shown is our Chairman Trevor England, who is doing great work sorting books.



## “BRONTE STEAM – 50 Years of the Keighley & Worth Valley Railway“

Anyone who is familiar with the Bookazine format (part Book, part Magazine) will welcome this latest addition to the titles published already by Mortons Media Group. It is also of great topical interest as it has been published in cooperation with the KWVR as part of the 50<sup>th</sup> Anniversary activity in 2018.

If you want a readable summary of the Worth Valley Railway from its inception in the 1860s, through the ownership of Mill Proprietors, the Midland Railway, the LMS, the BR period including the run down to closure in 1961/2, and through the triumph of reopening fully in 1968 and then running for the next 50 years as a pioneering preserved railway and major tourist attraction, then this publication covers it all.

Written by Robin Jones, the editor of Heritage Railway, this is an easy and fascinating read albeit full of journalistic licence which may annoy some purists. For the general reader the story is told in a logical way and is placed in context initially within the development of the UK railway network.

Then the bulk of the content covers the preservation period from the mid-1960s through to the present day telling the KWVR story of the last 50 years. Naturally the Bronte family are not left out of the tale and feature as well. There are interesting photographs throughout and as is usual with this format these are illustrated lavishly in both black and white and full colour.

The reopening period from 1962 to 1968 is given prominence and there is considerable detail on the growth of the KWVR locomotive fleet, both steam and diesel. The pioneering approach to railway preservation by the

KWVR volunteers over the years is also recognised. Perhaps it may have been interesting to have more depth of coverage of the 100 years before the 1960s but this may have got in the way of the main aim of the publication which is to celebrate the success of the last 50 years.



Filming activity on the railway forms a prominent part of the book, obviously centred on the famous 1970 *Railway Children* film, but also covering many of the other films, TV series and the making of commercials that have taken place in recent years, many of which featured VCT carriages in various liveries.

Pleasingly the carriages of the Vintage Carriages Trust feature in photographs throughout the bookazine and there is a chapter largely devoted to our collection. One error that has appeared is that we did not realise that we had acquired another carriage! The former 1924 LMS Corridor

Composite now restored as the Learning Coach at Ingrow Station in one section is credited to VCT when in fact it is owned and has been restored by our good friends at the Bahamas Locomotive Society. Our three small engines are not forgotten either and their history is explained in the locomotive section.

Overall this is a worthy effort to encapsulate the history of the Worth Valley Railway especially during the preservation era and it provides an excellent start to the 50th Anniversary celebrations.

“BRONTE STEAM – 50 Years of the Keighley & Worth Valley Railway”.

Bookazine: Softback, A4 format, 132 pages. £6.99.

As well as being stocked nationally this publication is available in the VCT shop while stocks last, also in the Worth Valley Railway’s sales outlets.

## Workshop

*Ian Wild and Michael Cope write:*

John Morris and Norman Overend have continued to remove and refurbish brackets from the underframe of our **Midland 6-wheeled coach**. Chris Smith has been busy manufacturing new bolts and threaded rods which fasten together the underframe and the various brackets. Refurbishment (or complete renewal) of the six main springs plus the two drawbar springs is now becoming quite urgent. Our colleagues at Midland Railway - Butterley have offered their assistance and we plan to visit them very shortly to discuss this problem.

Also from Butterley is an offer of the loan of a small piece of original cloth from a Midland Railway carriage First Class compartment which again will help inform the correct material when upholstery commences.

The roof has been painted with aluminium wood primer and the roof canvas is now loosely in place on the roof. The roof canvas compound is now in stock.

Robin Higgins has continued the laborious task of trial fitting and repairing as necessary the compartment window bolections (the shaped wooden mouldings which fit around the exterior of the apertures). This work is now all but completed apart from the final painting.

The interior panels of the Third Class compartments have received three coats of undercoat so that they can be scumble painted at a future date.

Unfortunately Stuart Mellin has been unable to make much further progress due to illness and we wish him a speedy recovery and hope he will soon be back with his colleagues.

On **Metropolitan Brake coach 427**, compartment number four was the last one with painted door interiors. Whilst it has been parked in the workshop Ian Wild has stripped and varnished the various door panels so that all seven compartments are now alike and also match those in sister vehicle nine compartment third No. 465.

There has been quiet but significant progress towards resolving the disc brake problem for the **diesel rail bus**. A more realistic and hopefully quite achievable possible strategy has evolved. This revolves around an engineering drawing based on the present disc but showing it as two half discs, to be bolted together. More details will follow when the drawing is completed.

The **springs for the Midland six-wheeler** need further mention. A present-day spring maker will have limited experience of making (or re-making) springs for late 19<sup>th</sup> Century drawings and will want precise details, preferably as a specification complete with a drawing or drawings. These springs are big, heavy, dumb items. They are not easy to install or for that matter to disassemble. Getting it wrong would be a significant problem, and an expensive one! Hence the visit to Butterley, which could be of considerable help to us. We had some time ago visited the Midland Railway Study Centre at the Silk Mill, Derby, and had been considerably helped by this visit. We enquired again quite recently with specific attention to these springs. The Study Centre personnel were very helpful and thought the information was there somewhere – but a major Grant-assisted renovation programme has meant that the Silk Mill is full of builders and the Study Centre personnel have lost access to their offices and to their archives. Hopefully they will have temporary facilities in position in the quite near future. We will be at the head of the queue once they are at least partially open again.

We are also in touch with the Search Engine at the National Railway Museum, but thus far without any positive outcome.

If by chance you can help towards gaining the necessary spring information, please get in touch with us. If we don't find this information there could be a very considerable delay!

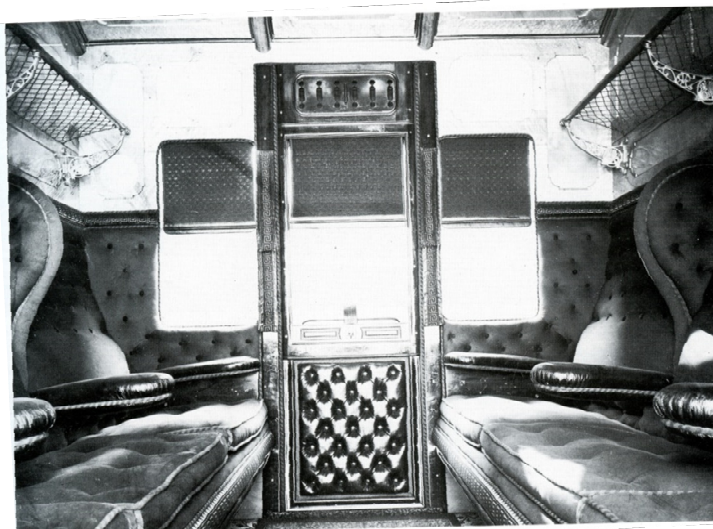
On a hopefully more positive note: arising from the various discussions with those at Butterley, we are to be lent the small piece of **"Grecian" fabric strip** shown in the photo below. Now turn the page to see its relevance!





This photograph (right) is from the Jenkinson/Essery Midland Railway coach book and is definitely relevant to our First Class compartments. Hopefully you will see the “Grecian” patterned strip running vertically on each side of the door, horizontally above the upholstery and on the front of the seat frames. This can only be the fabric of which our friends at Butterley have this small sample.

We have spoken with Wydean Weaving at Haworth, who have a long history in weaving narrow fabrics. Looking at the photograph they say that weaving this pattern is quite feasible, but would like to see the sample before giving a price.



## Two for the VCT Library

Tony Lyster of the Buckinghamshire Railway Centre has kindly sent us photocopies sufficient to allow us to complete the published volumes of **Sidney Stone's "Railway Carriages and Wagons"**. Published around 1903 this is reported as the *only* work on this subject published in the pre-grouping period. Long out of print and very difficult to find, it makes fascinating reading and should be very useful to present-day preservationists. There's quite substantial sections on axle and drawbar springs but it's not easy to extract information useful in our present "Midland 6-wheeler" problems. If however you would like to attempt this (or if you would just like a look at the complete publication), please let us know.

ABTEM, the Association of British Transport and Engineering Museums (of which VCT is a Member), has been instrumental in organising the recently-published updated "**Guidelines for the care of Larger and Working Historic Objects**". Our representatives invited to the official launch were delighted to see their names in the credits list – as had applied for the original version of these Guidelines, published in 1994. The Guidelines are available on line or as hard copy – full details are on the ABTEM website.

## 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](mailto: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](http://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](mailto: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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