



# Vintage Carriages Trust

## Members' Newsletter: April 2019

### Chairman's Day, Saturday 8<sup>th</sup> June 2019: see you there?

The object of Chairman's Day is to inform Members and invited Guests of the progress the Vintage Carriages Trust continues to make in the railway preservation and museum worlds.

This year, Chairman's Day will take place on Saturday 8<sup>th</sup> June. As a Member of the Trust, if you can come to our Museum at Ingrow, please consider joining us on that day!

The intended 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 as follows:

- ❖ Report on our successful Re-Accreditation: Dave Carr.
- ❖ Museum Mentor handover: Anthony Coulls.
- ❖ Introduction of our new Museum Mentor: John McGoldrick.
- ❖ Future Museum Development: Alexandra Haley.
- ❖ "Rail Story" progress: Matt Arnold *or* Keith Whitmore.
- ❖ Keighley & Worth Valley Railway Heritage Manager: Debbie Cross.
- ❖ Progress on the Midland carriage: Ian Wild.
- ❖ Progress on the Metropolitan brake carriage: Ian Wild.
- ❖ Future workshop projects: Trevor England.
- ❖ Retail Report and Reception: Bob Sprot and Alexandra Haley.
- ❖ Locomotive progress: Ian Smith.
- ❖ Year 2020 – the 50<sup>th</sup> Anniversary of the filming of *The Railway Children*: Trevor England.
- ❖ 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 (1.48 pm or 2.21 pm departure from Ingrow).

There are two things to note. Firstly, that if you would like to take part in the Buffet lunch please let our Hon. Secretary Dave Carr know that you will be present. You can do this by emailing [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org) or by telephoning the Museum between 11 am and 4 pm on 01535 680425 or by post to: Vintage Carriages Trust, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. Secondly: our Annual Meeting will take place later in the year, probably in mid-October. See the next issue of this *Newsletter* for full details.



*Progress on the Midland carriage:*

*Left, Norman Overend and John Morris, having replaced the buffer shanks on the underframe:*

*and*

*Right, Stuart Mellin working on the roof-access step plates of the body itself.*

Photos: Robin Higgins



## Curatorial Adviser?

## Mentor?

## Accreditation Mentor!

We are very conscious of, and are very proud of, the status of our Museum of Rail Travel as a fully Accredited Museum. In the words of Arts Council England (ACE), Accreditation demonstrates that such Museums are “sustainable, focused and trusted organisations, which offer their visitors a great experience”.

One of the requirements for Accreditation is that all Accredited Museums must have access to professional advice. For many smaller volunteer-run Museums and certainly for our Museum one way of achieving this is to appoint an Accreditation Mentor. We are very grateful to Anthony Coulls, the Senior Curator of Rail Transport and Technology at the National Railway Museum, for so ably filling this position for our Museum for the last 6½ years. However, Anthony has had to review a number of his responsibilities and roles in line with his commitments at home and at work. Sadly this means that



he will not be continuing as our Mentor, with effect from the Trust's Annual General Meeting, to be held this Autumn.

We must put on record our sincere thanks to Anthony for all the work he has done for the Trust. This includes assistance with our recent re-Accreditation process: general advice concerning governance of the Trust; and in particular his guidance to the Collections

Team. Here, and largely thanks to Anthony, we are moving towards a coherent and reasoned plan for re-interpreting the Museum displays, notably for the various display cabinets and for the signs etc. currently displayed on the walls. Thanks for all this, Anthony!

A further important task Anthony has been able to help with is finding his replacement as Mentor. We are delighted to say that this is to be Mr John McGoldrick, the Curator of Industrial History at Leeds Industrial Museum at Armley Mills. We look forward to welcoming him informally at the Chairman's Day, and then more formally at our Autumn Annual Meeting.

Alexandra Haley's photo (above) was taken during Bahamas Locomotive Society's recent event at Ingrow, re-launching the locomotive *Bahamas* after its recent very comprehensive overhaul, greatly assisted by a grant from the Heritage Lottery Fund. Left to right are: Richard Gibbon OBE, our **Curatorial Adviser** from 1994 to October 2012; Anthony Coulls, our **Mentor** from that date onwards; and John McGoldrick, to take over this Autumn as **Accreditation Mentor**. The changing titles really refer to much the same responsibilities. ACE explains the latest change, from Mentor to Accreditation Mentor, as being “to make it clearer what they do”!

*Over page, John McGoldrick introduces himself:*



*Our future Curatorial Mentor John McGoldrick writes:*

*“Before telling you a bit about myself, I’d first like to say thank you to Anthony Coulls for suggesting me to the VCT Trustees as a possible curatorial mentor. I’m aware of the very positive results of your collaboration with Anthony and I hope that I can also bring something in a small way to complement the vast range of skills and knowledge in the organisation.*

*My interest in railways was sparked by the free and reduced rate railway travel facilities afforded to my father, an employee of British Rail for 40 years. I grew up in the Glasgow area, a can-kicking distance from Dalmuir Park signal box. From my regular position behind class 303 drivers, I happily participated in the social and transport experiment that was the Glasgow Suburban Electrification scheme.*

*After graduating, I volunteered with Springburn Museum, set up to help address the social dislocation caused by the closure of the area’s railway works. At*

*Bolton Museum & Art Gallery, I enjoyed working with enthusiasts and railwayana collectors to produce the Trainspotting exhibition in 1998, an idea that was to re-emerge in a different form at NRM in 2014. I spent 7 years with NRM where my role was to mine the collections for new stories and to develop and hone the collection areas I was responsible for.*

*I have been Curator of Industrial History with Leeds Museums and Galleries since 2015 and I am thoroughly enjoying tackling the substantial challenges that come with the role. The railway and heavy engineering collections are Designated as being of national importance. We are embarking on a master planning process to redevelop the site, including re-opening our locomotive shed, reactivating the 18 inch/two foot demonstration railway and improving the condition of our collections”.*

## **The Railway’s Spring Gala, 8<sup>th</sup>-10<sup>th</sup> March 2019: *Bahamas* at Ingrow**

*As here reported by Bob Sprot, our Museum was very much “centre stage” – at least on the Saturday:*

The Railway’s recent three-day Gala was spearheaded by the return to steam of LMS ‘Jubilee’ Class 4-6-0 45596 *Bahamas*. On the Friday and Sunday of the Gala the locomotive hauled regular passenger services on the line. However on Saturday 9<sup>th</sup> March *Bahamas*, in light steam, was positioned at “Rail Story” at Ingrow to allow footplate access to visitors. As you can see from the accompanying photograph, the locomotive was situated on the apron in front of our Museum.

This proved extremely popular in spite of some inclement weather during the Saturday morning. Many visitors took advantage both of the warmth of the locomotive’s cab and the warmth offered by our



shop nearby! We welcomed over 300 visitors into the Shop and Museum on the Saturday alone. Over the three days of the Gala the number of visitors to our Museum was in excess of 600 people. Our thanks must be given to our friends and near neighbours at the Bahamas Locomotive Society and at the KWVR for planning this event which proved popular and rewarding.

*There was also a mobile fish and chip van at Ingrow, parked immediately outside our entrance door (as can be just made out in Alexandra Haley’s photo). The heady atmosphere of steam and hot locomotive oil mingled with the delicate aroma of fish and chips was to some extent enjoyed by all present and in particular by those looking after our Shop and Museum.*

## **The Railway's Spring Gala: "Chatham" carriage No. 3554**

*Bob Sprot reports:*

The KWVR Spring Gala again made use of our South Eastern and Chatham Railway (the "Chatham" coach, albeit built by the Southern Railway) carriage No. 3554.

This was mainly on the Ingrow to Keighley shuttle service but also on a couple of full line trips. The carriage, which was in use for all three days of the Gala, acted both as a passenger carrier and as the brake vehicle for the Vintage Train. This comprised also three L&Y carriages.

The Vintage Train completed four shuttles on the Friday and Sunday and five on the Saturday. The train was hauled by a variety of locomotives over the three days, including the LNWR 0-6-2 Coal Tank No. 1054, BR Ivatt 2-6-2 No. 41241, visiting LMS Ivatt 2-6-0 No. 46521, Midland 4F 0-6-0 No. 43924 and BR Standard 2-6-0 No. 78022. Loadings were excellent. These trains and the shuttles as well as the main timetabled trains delivered a regular flow of visitors to the Rail Story site at Ingrow and  
*Thanks go to Chris Haley for the photo, which shows our coach at Keighley.*

to the Carriage Works Museum (a.k.a. our Museum of Rail Travel).

The "Chatham" coach was repainted in this plain livery prior to its appearance in the Worth Valley Railway's 50<sup>th</sup> Anniversary Gala, which took place



in June last year. This maroon is very similar to the original South Eastern & Chatham maroon, which it carried as Worth Valley carriage No. 1 for the re-Opening Day in 1968. However we have plans to repaint the carriage into Southern malachite green, hopefully in 2020. It will then carry this livery for the foreseeable future.

## **Social Media**

*Alexandra Haley and Abigail Haley report on our activities in this area, now very important for publicity and for spreading news about the Trust:*

Our social media pages have been doing well recently, with the average reach on all platforms slowly increasing along with our number of followers. Since this time last year our amount of followers on the VCT Facebook page has gone up by 50%, and the amount of followers on the Rail Story Facebook page has gone up by 75%. This means many more people are finding out about us and what we do here at the Vintage Carriages Trust and our Carriage Works museum. Facebook, Twitter and Instagram are all useful ways of sharing quick information about our organisation, as well as sharing photos and videos of everything going on here at Ingrow. We typically get the most people viewing our posts on Facebook, the most people sharing our posts on Twitter, and the most people actually interacting with or liking our posts on Instagram.

During the Spring Steam Gala weekend our posts on social media became very popular to those in attendance. We were able to post updates frequently about our Southern Railway Brake carriage being used on the line, as well as what we had to offer onsite – this included our shop stock and the food van that had parked outside!

Here are the links to all of our social media accounts, don't forget to follow us! The VCT specific pages are all about our carriages and our restoration work, whereas the Rail Story pages focus on events, family activities and our collaboration with the Keighley and Worth Valley Railway and the Bahamas Locomotive Society. Feel free to contact us through these accounts if you have any general questions and queries, or even just to share something interesting with us!

- [www.facebook.com/vintagecarriagestrust](http://www.facebook.com/vintagecarriagestrust)
- [www.facebook.com/railstoryatingrow](http://www.facebook.com/railstoryatingrow)
- [www.twitter.com/vct\\_ingrow](http://www.twitter.com/vct_ingrow)
- [www.twitter.com/railstoryingrow](http://www.twitter.com/railstoryingrow)
- [www.instagram.com/vct\\_ingrow](http://www.instagram.com/vct_ingrow)
- [www.instagram.com/railstoryingrow](http://www.instagram.com/railstoryingrow)



## Shop Talk

*Our conservation and restoration work costs rather a lot of money. Hence the importance of the continuing successful operation of our Shop and Museum. Bob Sprot reports:*

Model Railway Lines:

We have been enjoying great sales in recent days as a result of recently receiving a large amount of model railway items. These have included both analogue and DCC powered locomotives and considerable quantities of carriages and trucks.

We are very grateful to the donors of these items which are helping to boost sales and we would like to take the opportunity of a reminder that if anyone is considering disposing of unwanted model railway items (as well as books, magazines and all things railway!) please do let us know.

Staff:

Our regular Front of House colleague Keith Pitts has been unwell for a few weeks and we send him our best wishes for a full and speedy recovery.

As a result we have been heavily reliant on a number of volunteers giving up their time to assist Alexandra Haley in running the Shop and Museum every day. The Chairman and Trustees would like to thank all those who have been involved including essential assistance at the recent busy Gala weekend.

## Regional Literature Exchange

*Alexandra Haley writes:*

On 13<sup>th</sup> March, Alexandra Haley, Trevor England and Bob Sprot attended Welcome to Yorkshire's Regional Literature Exchange in Thirsk. The purpose of this was for VCT to exchange museum leaflets with other organisations so that we can work together to advertise each other. This is generally done by us displaying other museum's leaflets in our leaflet stands, and ours would be in theirs. We took some of our old Museum of Rail Travel leaflets, some current ones, some Rail Story ones and some education ones, along with some leaflets for our friends at the Bahamas Locomotive Society who unfortunately could not make the event.



Also in attendance were owners of hotels and B&Bs that wanted leaflets to hand out to their guests with recommendations of local things to do. There were many different groups there, including local tourist information centres, other railways, stately homes, museums and even some alpacas! Overall we think it was a great day for networking but also a good way to market ourselves to a wider community in Yorkshire.

*Photo, Alexandra Haley: VCT Vice Chairman Bob Sprot (left), Chairman Trevor England (right).*

## Museum Displays



*Tracey Morris and Alexandra Haley write:*

Over the last few months, the collections team has been working hard to enhance and improve visitor experience to the museum. We are working to replace the old display cabinets in the museum (which are now several decades old with us) but in the meantime the displays are being updated by Alexandra Haley and Tracey Morris; maintenance work has been done by Michael Cope.

Cabinet contents have been altered, with a change of artefacts to reflect the categories of catering, civils, ticketing, guards, timetables and maps being added to displays on the history of the railway carriage, locomotives, and a display

depicting the use of our carriages in film and on television. Many of these artefacts have not been on display before in the museum. The new displays that have progressed the most so far are the timetables/maps display and the carriage prints display.

Temporary interpretation has been designed and printed in the museum's house style and artefacts have been numbered and labelled, improving access to information to non-rail enthusiasts, and to make the museum more user friendly for school groups and families etc. Once all of the displays have interpretation, more permanent display boards can be designed and ordered to a more professional standard.

We have also created space for a 'temporary exhibition' cabinet. This will have rotating exhibitions for shorter periods of time which will enable returning visitors to see something new during their visit. It also gives us the opportunity to work with external individuals who may wish to loan us their items that they would love to proudly display in our museum for a particular length of time.



New blue plaques have been made for the carriage windows which display what films and television programs the carriages have been in. These are made from repositionable vinyl which will make it easier to peel them on and off every time our carriages enter and exit the museum, as opposed the previous paper blue plaques which were stuck on with glue or Blu Tack.

This overall display work will be ongoing over the next few months, in preparation for applying for funding of new display cabinets and the movement of wall displays. Completion of the whole project is planned for within the next few years.

*Meantime in the Workshop, progress continues...*

### **Midland 6-wheel Composite carriage No. 358 (built 1886)**

*Robin Higgins writes:* The last part of the body interior to be tackled is the luggage compartment. The first job was to unseize and repair the door mechanisms, and here we acknowledge assistance from Peter Stanley for bringing a spare mechanism and also some bolections, one of which was needed to complete the mouldings on a window. The temporary shelving in the luggage compartment was dismantled and then the new partition boards could be prepared for painting. A specialist book from the



1980s "Midland Style" provided vital information of the correct colour to use and the relevant "patch" in the book was scanned at B&Q for a tin of Venetian red – the only downside being that as three coats were needed, another tin of paint had to be purchased. The ceiling and floor were also painted and the internal door ventilators repaired and fitted. A lot of minor body filling has been done. Stuart Mellin has refitted the end steps and handrails to give access to the roof. Prior to the last Open Day, the north end compartment had the luggage rack netting fitted, and Ian's wife, Joyce, has knitted another one for the south end compartment - which should be the first one to have upholstery fitted, as Debbie from Low Bridge Upholstery has got agreement on the colour

and quality of cloth to be used. When the seats are ready and have been fitted, a definite price, rather than provisional estimate, can be agreed. The roofing canvas, which was lifted on some months ago, is settling down nicely, but will not be progressed until the body is refitted to the underframe.

Chris Smith, John Morris and Norman Overend have been concentrating on the underframe, so I can only give a brief summary of the extensive work involved. Chris has been turning large numbers of long, and very long, bolts as part of the plan to undertake a full overhaul of the coach as a working vehicle rather than a static museum piece. Lots of "angle pieces", brake hangers and pins have also been made and all four of the buffer castings are now in place. The buffer and drawbar springs are away at a specialist company for re-tempering and



rebuilding and hopefully should be coming back shortly. When these are fitted the body can be lifted back on to the underframe and the whole jacked up again to allow removal of the wheels for tyre turning, also overhaul of the "W" irons.

*Photos: Robin Higgins*



## Metropolitan Railway "Dreadnought" Brake No. 427 (built 1910)

*Ian Wild writes:* Since the last Newsletter work has continued on the refurbishment of Metropolitan Brake Carriage 427. As planned, the lino fitter has laid new lino in all the compartments using a Walnut shade which was generally judged as being the most appropriate for the 1920s era. The result is excellent and has fully justified both the choice of colour and the cost of the work.

The steam heat units from under the seats have been descaled, sanded and painted by Norman and John and are now refitted albeit in a cosmetic condition with no pipework attached. The pipework had been removed during earlier repairs.

All the seating and upholstered panels are now at Eastgate Coach Trimmers at Pickering where they are fully stripped awaiting delivery of the new bespoke 1920s era Metropolitan Railway moquette which is being sourced from Camira Fabrics of Mirfield. The new moquette was delivered in the last week of March and looks an excellent match to the original sample which was kindly supplied by the London Transport Museum. The minimum production run was 300 metres (better than the minimum 400 metres we had been led to expect but still a lot of moquette!).

Ian has repainted the parts of the wooden seat cushion support frames which will be visible once the seating is refitted. A pretty grotty piece of metal in compartment number one which was covering an electrical cable inspection cut out above one of the windows has also been replaced by a neater plywood cover.

The upholstery should return from the coach trimmers during Easter week which can then be reassembled in the compartments. The trimmer has kindly offered to fit the new moquette covered draught strips round each of the compartment doors.

Once all this work is completed there is a number of compartment door inner panels which need the varnish refreshing.

This will then complete a comprehensive overhaul for this carriage over a ten year period. The bogies have been overhauled, the body has been lifted and new steel sheeting fitted to the top of the underframe, the asbestos contaminated electric heater units under the seats have been removed, every compartment has been repainted and re-varnished plus the exterior has had replacement plywood panels and been repainted. The carriage has also recently had LED lighting fitted in all the compartments.

## Our locomotives

*Ian Smith writes:* **Bellerophon** continues to slumber at Foxfield whilst we work out how we can take forward his restoration to working order. We now need to take into account changes in the National Lottery rules, so progress is currently slower than we would like.

On the other hand, **Sir Berkeley** is making great progress. The locomotive has been stripped right down, the chassis being inside the workshop and the boiler on a stand outside, so that the boilersmith can access the inside of the firebox, which requires some attention.



Other than new pads for the fusible plugs and re-tubing, the boiler should be fine. The Middleton engineers are attending to the motion parts, some of which require machining. The chassis has been cleaned down and it won't be too long before the first coats of paint will be applied. The new livery is to be the early Logan & Hemingway two-tone green, with vermilion edging – a quite ornate livery which will suit the engine very well indeed. It isn't quite accurate as the loco didn't have a name at the time, but we believe this will be the first time an operational contractor's loco

has worn such an ornate livery and it will act as a memorial for the many people who worked on these locos. Ian's photograph shows *Sir Berkeley's* chassis inside the works at Moor Road.

## Model success

John Brailsford has been involved with our Trust for a great many years. Amongst other things, he



was one of the earliest editors of this *Newsletter*. Also for many years his firm, John Brailsford (Yorkshire) Ltd, has

printed (at rates advantageous to the Trust) the *Newsletter* and much of the other printed material we need – leaflets, headed paper etc.

John reports his Uncle Trevor (no less a figure than our Chairman, Trevor England) and Auntie Jean (Trevor's wife, who sadly deceased some 25 years ago) giving him a Hornby gauge 00 train set as a Christmas present when he (John) was aged 10 or so.

The model railway bug well and truly bit John, who progressed through the gauges to a superb LGB "G" scale garden layout, as seen in the first two of John's photos and having a Rhaetian Railway theme. Incidentally, "LGB" is the firm Lehmann Gross Bahn (or "Lehmann Big Railway"), now based in Nuremberg; "G" gauge is 45 mm track gauge.

## 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 the Museum 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.

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John entered his garden railway in an International competition, being part of the celebrations of LGB's half-century. We share his delight in John being amongst the prize winners, gaining a Third in the "Outdoor" category. As we said this was an *International* competition – congratulations, John!

Last August John was fortunate to be able to attend the LGB 50<sup>th</sup> Anniversary Tour in Switzerland and ride behind the full size versions



of his own models. The third photo shows John posing with one of these – the G gauge version is seen in the second photo.

**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!