

Vintage Carriages Trust

Members' Newsletter: September 2015

The Vintage Carriages Trust invites all Members to attend the Annual Meeting for 2015, which will be held on Saturday 17th October at 2 pm at the Museum of Rail Travel, Ingrow Railway Centre

There will be a light buffet available at 1 pm, but *only* for those who have booked – we need to get the numbers right! If you are able to attend this Meeting and would like to participate in this Buffet, please let us know by completing the enclosed Catering Booking Form. This should be returned to VCT Secretary Dave Carr by Monday 12th October, either by email to him at d.carr388@btinternet.com or by post to him at VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.
No Booking Form – No ticket, No Buffet!

It is hoped that there will be some who would like to stay after the meeting to take the train on the Keighley & Worth Valley Railway. Later, Chairman Trevor England will be pleased to welcome Members who would like to join him for an informal evening meal at the Brontë Hotel, Lees Lane, Haworth at 5.30 pm. Again, please indicate on the form if you wish to be present for this evening get-together so that we can advise the Brontë Hotel of the likely numbers.

50 years and still going strong

Members will remember that our April Newsletter celebrated the Trust's 50th Anniversary. The plaque showing "50 years 1965-2015 Vintage Carriages Trust" is safely in place on the front facade of the Museum building. Those who attended the Chairman's Day in June heard a series of brief presentations on the Trust's development,



growth and activities over these 50 years. Our President, Robin Higgins, recollected the very early days when he and Tony Cox – then both young men, with vision – could see the need for action. Others spoke of the development over the years of various aspects of the Trust's activities.

The presentations ended with Vice President Bill Black taking us into the future by updating the plans for the "Backwards Extension", to create more space in the Workshop.

The Trust's Objectives and the Midland coach

Generally the News in this Letter gives a feeling of the Trust moving forward and finding new ways of presenting itself to the public. Are we keeping to the right track and remembering our objectives (our formal "Objectives of the Trust")? Well, they are set out in our Annual Report, to be distributed at the Annual Meeting on 17th October. (As always, the Annual Report is also available on request by email or by post). These Objectives are: "to acquire, preserve and/or restore historic railway carriages, locomotives and other items concerned with rail travel, and to display and interpret these items where possible by actual operation and display for the education and enjoyment of the general public".

We are seeing these words translated into action nowhere more clearly than in the work currently taking place on our Midland Railway six-wheel Composite coach No. 358, built in 1886. There is a continuing surge of activity around this coach, which has been described as having led a "Cinderella" existence for far too many years. Under the active direction of Stuart Mellin this activity is now showing spectacular progress. Our Midland coach is now firmly back in the spotlight as the restoration progresses. This is with considerable financial support from the Keighley & Worth Valley Trust, for which we are very grateful!

In the last Newsletter we reported that the replacement roof ribs were in the process of being fitted. Since then work has moved on apace. Workshop volunteer Ian Wild and Trust Vice-Chairman Mike Holmes have contributed to the following updating report:

The next stage was to make up and install the partitions in the compartment, a bit of lateral thinking was needed to fit the upper planks. This then allowed the roof boards to be fitted; surprisingly rapid progress saw the roof completed in a few days. Since then Mellin has machined and trial fitted the cornice mouldings which will secure the edges of the roof canvas at a later stage. The apertures for the gas lights and the roof ventilators are marked out ready for cutting.

Stuart then turned his attention to the Keighley end of the carriage. Our Engineer Chris Smith had previously removed the steel sheeting which covered this area and it became quickly apparent why this steel sheet had been fitted. Stuart repaired rot and decay in the timber framework and also at the edge of the floor. The opportunity was taken to apply wood preservative to the body end framing.



Stuart has also been busy making new beading and mouldings to replace those removed from this (Keighley) end in the distant past. Some replacement of mouldings is also taking place at the Oxenhope end of the coach.

Stuart then cut and fitted new Birch plywood panels and has now cut and fitted the mouldings which cover the panel joints. The interiors have been made good with green MDF which has received two coats of special primer.

Whilst all this work was progressing Ian was applying two coats of undercoat to the main line side of the carriage and to some door areas on the workshop side. Filler repairs are ongoing to the compartment door frames where they have been damaged.

Once the new ribs were in place the roof was replanked by Stuart, assisted by Ian. New soffit mouldings have been manufactured and trial fitted. The final fit will be undertaken as the roof canvas is fitted. The mouldings secure the turn under of the canvas on the roof edge. The canvas will be bedded on to the roof using a special roofing compound. At the time of the original construction of the coach this would have been a white lead paste, but due to its toxicity a modern non-toxic alternative will be used. This does not set solid but retains a degree of plasticity and enables the roof canvas to retain some flexibility.

Ian has applied several layers of undercoat to give the sides and doors a good base for the final coats of paint which will be applied towards the end of the exterior restoration.



It is anticipated that the body will be lifted in the Autumn to enable Chris to overhaul the vehicle's brake rigging, suspension, draw gear and buffers. Allied with this part of the restoration will be the fitting of new end headstocks. The overhaul of the underframe is very important as a prelude to returning this late 18th Century vehicle to running condition for the 21st Century.

Taking photographs in our confined and congested Workshop is not easy. However these three give an indication of just how much progress has been made over the last few months. The upper photo opposite was taken on April 16th, only six months ago. Note the old and definitely life-expired roof ribs, still in position; also the state of the internal cladding and of course that the coach at this stage was "open plan". The diagonal bracing was most definitely needed!



The second photo dates from May 27th and shows an interrupted Stuart at work. Note the new ribs now in position. The compartment partitions and the roof planking followed in quick time.

The third photo (above) demonstrates that with rather poor access it's now difficult to take a meaningful photo of this coach. However, the roof planking can be discerned (final trimming will take place in due course, just before adding the roofing canvas): the Keighley end can be seen to be almost ready for painting, with other external painting well in hand. Internal photography isn't very helpful – in place of the "open plan" of the first two photos, all four compartment partitions are now in position, leaving the four passenger and one luggage compartments as rather bare boxes – at least for the moment!

Metropolitan Railway Brake No. 427

Other news from the Workshop is that Brake No. 427 is again back into the Workshop. This will allow work on the restoration of one of the two remaining "unrestored" compartments to take place. This is a repeat of work done previously for the now-completed compartments and is "only" a matter of removing all the wood trim, cleaning, repairing as necessary, then varnishing and putting back in position. Also cleaning, preparing and then painting all the ceiling and upper bulkhead paintwork. Similarly cleaning, repairing as necessary, painting and varnishing the various components of the luggage racks.

It is even rumoured that given the finances new

Diesel Railbus No. 79962

There hasn't been a great deal of progress here. We need to find a financially-acceptable means of replacing the seriously-worn brake discs before otherwise tackling this project. One route has

These photos show the very good progress being made by the talented team working on the vehicle. This is only possible through the donations from our membership and the generous grant given to the project by the KWVR Trust. The VCT extends its thanks to all of those who are making the restoration of this Midland Railway coach possible. We look forward to the possibility of seeing this Midland coach running on a former Midland Railway branch line. Fortunately we have one of these adjacent to our Museum – the Worth Valley line was operated by the Midland Railway from its inception!

If you would like to add your name to those who have supported the restoration of this coach we would be very pleased to hear from you.

lino might be fitted quite soon. This would be a very significant improvement on the present once-blue fabric, fitted by the then British Steel during this coach's visit to Scunthorpe steel works, many years ago. We need to complete *both* remaining compartments first, though!

This renovation has been described as a "small" job. Maybe it is – but, particularly if we are able to attend to both of the remaining compartments this will take quite some time. It is however a very suitable project which *you* might care to consider as a possible introduction to helping in the Workshop. If so, would you please contact Chris, Ian or Michael in the Workshop?

been found but a necessary site meeting has been delayed by holidays and work commitments – hopefully this meeting will take place in the fairly near future.

Vintage Trains 2015

Bob Sprot is the most recent member of VCT's Committee and a regular volunteer when VCT stock is out and about on the Worth Valley Railway. He writes of our coaches being "the stars in all the WVR Vintage Trains over the Summer period" and reports: "With Lancashire & Yorkshire Trust carriages sadly unavailable, three of our coaches formed the main part of the train. The motive power was provided by the Bahamas Locomotive Society's LNWR 0-6-2 "Coal Tank" No. 1054, with the VCT contribution being "Chatham matchboard" No. 3554 and the two Metropolitan coaches Nos. 427 (Brake) and 509 (First Class). The train was completed by the addition of the L&Y Club Car.

Passenger numbers were very good and the Metropolitan carriages were sometimes full to overflowing, especially when having to cope on two occasions with a last-minute tour group who had arrived at Oxenhope by mistake instead of Keighley.

Many passengers commented favourably on the appearance and ride quality of our carriages. I am sure that other of our members would enjoy looking after our vintage trains. This includes keeping them tidy and presentable whilst also leafleting each compartment between trips with KWVR and VCT leaflets highlighting coming event such as "Seaside at Ingrow" (with donkeys!!) – but that's another story!!"

"Oliv"

The latest work completed by the Trust's Engineer Chris Smith was "Oliv" or to spell it out **Overhead Line Inspection Vehicle No. DB998901**, owned by the EM4 Society and based at the Middleton Railway. The vehicle came to the VCT as a contract job, as was reported in the last *Newsletter*. It has now returned to Middleton looking very fine after considerable work on the exterior panelling, followed by a repaint.

Ian Dobson's photos show the "before" (upper photo, 6th May 2015) and "after" (lower photo, 19th August) condition of this vehicle. Note in particular the much-improved condition of the lower cladding – a real credit to Chris Smith's skills.



Locomotive News

Sir Berkeley has had an eventful few weeks' activity this Summer. He was used until May on the Worth Valley Railway allowing VCT to celebrate the 50th Anniversary Specials, as featured in the last Newsletter. He then became involved in the Railway Children Weekend before returning briefly to Middleton for boiler washout and other attention.



However it was not long before he was back at Ingrow where Chris Smith gave him a repaint into Black for his role in an ITV drama series centred on the life of the navvies building the Settle to Carlisle Railway. Obviously the locomotives involved needed to be of the period, and there is much railway related footage. "Of the period" means *black* livery. The film company initially tried using "removable" black paint, but was shown that it isn't as removable as it says on the tin. And so the decision was made to do a full repaint, into black. Chris again worked his magic, leaving the locomotive resplendent in his new livery for the filming, which took place in June on the Emsay & Bolton Abbey Railway. *Sir Berkeley* then returned to the Middleton Railway – as seen in Ian Smith's photo, taken later that month.

It's rumoured that now *Sir Berkeley* is in black, the Worth Valley Railway will request his use on regular passenger trains up the valley, for which black locomotives are absolutely

essential. It remains to be seen whether these rumours turn into hard facts!

When not involved in the high-powered world of filming and TV, *Sir Berkeley* has been based at the Middleton Railway, where he is very well looked after. The Trust is grateful to the Middleton for allowing the engine to wander so extensively these past few months and for the hard work Steve Roberts and his team have put in to keep this locomotive available. Some further wanderings may well occur during 2016, but that's another story...

Ian Smith reports that *Bellerophon* has been a star performer at the Foxfield Railway this year, being the centrepiece of their new "Knotty Train" – and very fine the complete train looks too. *Bellerophon* has also been doing some travelling, first to the East Lancashire Railway in April, where he performed impeccably as always: again, the photo is one of Ian's. This was followed by a visit to the Churnet Valley Railway in June, this time accompanied by the "Knotty Train". Again, this was a very successful visit enjoyed by all.

Sadly, whilst *Bellerophon* arrived at Butterley in time to haul the Midland Railway Centre's "Vintage Train" over the August Bank Holiday, circumstances prevented the locomotive from doing so, and *Bellerophon* has now returned to Foxfield for the Winter. In 2016, *Bellerophon* is likely to make other visits, so "watch this space".



New members

We welcome as VCT Members the following, who have joined us over this last quarter: Mr Alan Watson (Falkirk, Scotland), Mr Ian Goater (Keighley, West Yorkshire), Mr Charles Chandler (Keighley, West Yorkshire), Mr Graeme Shearer

(Queensland, Australia), Mr Stuart Bray (Middlesex), Mr Richard Hanson (Gilstead, Bingley), Mr Keith Downen (Leeds, West Yorkshire), Miss M Wilkinson (West Yorkshire), Mr John Hird (Sowerby Bridge, West Yorkshire).

GNR Queensbury lines closure – Exhibition

Local historian Mark Neale notes that in one of the of the early issues of the Worth Valley Railway's magazine *Push and Pull* the late Bob Cryer described the former Great Northern Railway's line from Keighley to Bradford and Halifax via Queensbury as a "remarkable railway". Earlier this year (May 2015) it was 60 years since this "remarkable railway" carried its last regular passenger. This anniversary has been marked locally in several significant ways.

In the 1980s Mark was part of a small group who together with Bob investigated the possibility of buying Thornton viaduct (on the Keighley to Queensbury section of these lines) for £1, but then realised that purchasing it was only a small part of the story, as any liabilities for its maintenance etc. would have come with the sale. Slowly over the years these GN lines have reverted back to nature, with trees and undergrowth taking over much of the route. In the inner city Bradford district much has been built on. However these lines have never been forgotten and have gained an almost cult appeal to some enthusiasts.

Mark runs a Facebook page "The Queensbury lines". This has attracted a lot of interest, much of it from outside the Bradford area and even from overseas. It is designed so that people can

contribute long-forgotten images or stories about the line so that they are not lost forever. A small Exhibition, hosted by our Trust and covering the Queensbury lines, opened in our Museum on Saturday 23rd May. This will run until the end of October.

This Exhibition features many artefacts from the line, including a marked chain stamped 'Benton & Woodiwiss', used to survey the line before construction. Alongside the exhibition are of course the two beautifully-restored Great Northern Railway coaches forming part of the VCT Collection. They represent examples of the kind of rolling stock used on the line during its early days. The carriages may have even travelled over the route.

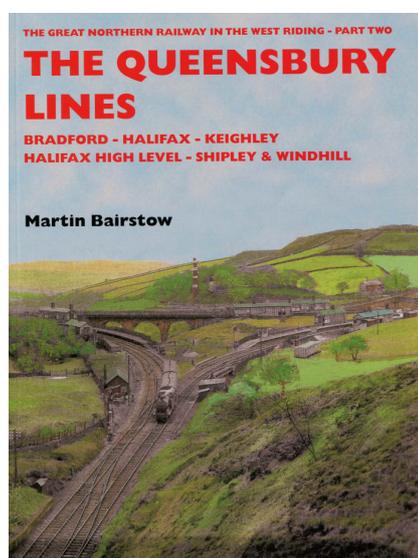
To further mark the 60th anniversary, Worth Valley trains carried a replica headboard 'The Economist' as carried by the trains on the final day of operation, 23rd May 1955. This was a reference to the supposed £40,000 per annum that the lines were said to be losing and one of the reasons given for their closure to passengers. Nowadays parts of the route (Cullingworth to Wilsden and Queensbury to Thornton), including the viaducts at Thornton and Hewenden) are part of the expanding Sustrans-managed cycleway and footpath network.

GNR Queensbury lines – Book Review

"The Queensbury Lines": written and published by Martin Bairstow. ISBN 978-1-871944-44-0.

Available from the VCT Museum Shop: price £11.95. By post please add postage (Large Letter rate) and packing £1.50.

This is an excellent book. The 64 pages are very well illustrated and even include a photo of A3 *Shotover* having taken part in smoke/cancer tests staged (post-passenger closure) in Lees Moor Tunnel during January 1958. There are excellent maps and photos including a superb plan of Queensbury Station showing how this station operated. The Ingrow East Station and adjoining locomotive shed are covered, both of course now long gone. The Great



Northern Trail is included and the VCT is mentioned, with a photo of our Great Northern bogie coach No. 2856.

The book also covers the Great Northern line from Shipley via Idle to Bradford and the competition which it received from the tramways, which affected the passenger traffic.

The front and back covers are considerably enhanced by paintings by VCT Member John Holroyd.

If you are interested to know more about the history of the Great Northern Railway's Queensbury lines which have such strong links locally, this is an essential book.

Widening the Boundaries: Ingrow by the Sea

We are receiving many compliments in our "Golden" 50th year and a steady stream of anecdotes and reflections and occasionally visits from faces well remembered (if not always the names!). Our standards of workmanship and care of the museum are high and those carrying out work on our Collection have other demands on their time as well as volunteering. It is however true to say that we are all there enjoying the variety of activities.

We have had a busy few months with school groups visiting the Museum as part of their studies. There are now regularly scheduled coach parties coming to Ingrow as part of day's activities. Also we have enjoyed the Vintage Train Sundays and newer events such as last month's "Beside the Seaside" at Ingrow.

These require extra hands to help them run smoothly and again the Trust's volunteers of all ages have worked hard and given us their valuable time to cover these. Thank you, everyone!

You will remember that in our April *Newsletter* we reported the excellent success of the Model Railway Exhibition. This was organised by Debbie Cross, fulfilling her role as Audience Development Officer. This post followed the Bahamas Locomotive

Society's successful Heritage Lottery Fund grant application for the restoration of the locomotive *Bahamas* and is financially supported by both Vintage Carriages Trust and the Worth Valley Railway, and of course BLS. Debbie is therefore developing audiences for all three partners at the Ingrow site. Following on from earlier trials which were very successful Debbie is working with schools in the area. Under this scheme, school parties will be welcomed at both the VCT and BLS Museums, also in the soon to be completed "Learning Coach", accessed from Ingrow Station platform.

As further action in gaining local support and involvement, Debbie's most recent project was (would you believe!) to recreate a "Beside the Seaside" Summer Special – a day out at the seaside, in Ingrow Yard. We were asked to remember the days when children took their buckets and spades and when the family set off to the railway station to catch the train to Scarborough or Blackpool or wherever – this time

arriving at Ingrow by the Sea!! So we gathered up our buckets and spades and constructed a sand area, set up fairground stalls and children's play areas, called in the donkeys, and distributed leaflets to surrounding homes in the Ingrow to alert them to this event. More than once Bob Sprot as de facto Keeper of the Sand Pit looked as if he would instead be Keeper of the Paddling Pool – but the weather held off for all three Sundays of the event, and a Good Time was had by All, especially by our youngest visitors.

There was a large area of sand with buckets and spades. Children were making beautiful sand castles and as children are wont to do they were knocking them down. There were stalls where one

could demonstrate your skill at such child-friendly challenges as "Hook a Duck" and "Splat the Rat", with a possible small prize. Most amazingly there were two lovely little donkeys standing docile whilst eager children queued to take a ride up and down the yard. At that point as the Worth Valley trains steamed by there was a great deal of waving from both the trains and those on the "beach". There were those who were visiting from afar and locals who had been made aware of the event: all were enjoying "Ingrow by the Sea".



This Christmas Debbie will again be concerned with the organisation of the "Christmas at Ingrow" children's event. Seasonal things will be taking place, with our Trust's main responsibility being to provide the location for one of Father Christmas's "special letter boxes, linked directly to the North Pole". This event will take place on Sunday 6th December, from 11 am to 3 pm. Hopefully, this year we will be able to open the letter box much more easily that applied last year, when this was quite a tussle!

Debbie has also been involved in strengthening the "audience development" events which our Trust has been offering for some time past. Notably these include our well-established "Museums at Night" event. This year the early Summer two-night event offered our own Jim Pickles with the Haworth Ukulele Band on the Friday evening and a Blues group on the Saturday evening. Both evenings were enjoyed by all present (who did however comment that it was a bit chilly).

Ingrow by the Sea (continued)

A VCT member who shall be nameless was standing in Ingrow yard viewing the scene of fun and enjoyment represented by the "Beside the Seaside" event when he was heard to remark "That clown over there looks just like Chairman Trevor. What do you think?"

Closer inspection revealed that it was indeed Trevor (left, if you haven't recognised him), enjoying active participation in the event – as was Aaron Jackson (right), a member of the Railway's Young Persons Group. This photo is completed by working member Charles Chandler (second left) and VCT Vice Chairman Mike Holmes (second right), both showing that they are *really* enjoying themselves!



By the way, you will note that the just-mentioned two are wearing the latest line in VCT sweatshirts. These are available from our shop at £20 each, plus postage and packing if required. If you are interested in other styles of garment please make enquiries to our Hon. Secretary Dave Carr, either by emailing d.carr388@btinternet.com or by ringing 01759 304176.

Rearwards Extension

We are very grateful to those who took the time and trouble to make very thoughtful donations to support our Extension Appeal and for your views, which were passed to the Committee. It certainly is a talking point and your comments are all very positive which tells us that our ambitions for the future are the right ones. Just at present we are sorry that there is no further news to report. There's no visible progress on the site, which due to Yorkshire Water's close involvement is a very difficult one. We do however anticipate that there will shortly be news to be reported on.

Other Notices

Every Saturday and Sunday (and sometimes also during the week, to help cover for holiday absences etc) we need volunteers to look after our sales counter, and our visitors. If you can help even if only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on admin@vintagecarriagestrust.org

Gift Aid. If you haven't yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust's unique code, which is: FAC78RG. So, please note this number and please consider using it to support our Trust.

Data Protection Act. VCT is registered under this Act. The Trust's Membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

Donations: Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that's "railway" is of interest: railway magazines, books, "railwayana" of all descriptions, and especially model railway equipment for selling through our Shop and the website.

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". You can find full information about AJECTA on their website www.ajecta.org. Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail contact@ajecta.org. Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

CAF 'Give as You Earn' Scheme. Those taking part in this Charities Aid Foundation scheme can make one-off or regular gifts to the Trust by quoting 'Vintage Carriages Trust' and our Registration Number 00230500 on your Choice Form or Coupon. Your support in this way is very much appreciated!

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