



Vintage Carriages Trust

Carriage Chronicle

News for Members: September 2022



- Our Chatham a film star again!
- AGM 2022 Details
- To Run or Not to Run?
- Locomotives Updates

Welcome to the September 2022 'Carriage Chronicle' Members' Update - *Bob Sprot*

Welcome to the September 2022 'Carriage Chronicle'. In this publication are details of our forthcoming Annual General Meeting, a report on the recent Chairman's Day event, and an extensive article from Trevor England on the issues surrounding which of our vehicles are able to run in service or not. We also report on how our Chatham carriage once again reinforced its film star status by featuring prominently in the new film 'The Railway Children Return'. We are also pleased to announce that the overhaul of Sir Berkeley by our friends at Middleton is almost complete, and the restoration of our 1874 engine Bellerophon at Foxfield is underway, helped considerably by your recent generous donations. Sadly we also have to report the death of our long time Vice President, Trustee, highly respected Museum Curator and friend Jackie Cope, and an obituary is included in this issue.



Taff Vale Tank No 85 with the KWVR Vintage Train (Chatham at rear) - Photo: Rodney Towers

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The Railway Children Return - *Paul Holroyd*

In March 1968 BBC TV filmed a 7-part black-and-white TV version of “The Railway Children” and which is still available on DVD. This featured Sir Berkeley, GN 589, and Metropolitan carriages 427 and 509 now all in the VCT collection.

The classic Railway Children film - featuring 5 carriages now owned by VCT - was filmed in May 1970 and has provided the KWVR and VCT with enthusiastic visitors ever since!

The latest production in the series is “The Railway Children Return”, which is NOT a remake of the original Edith Nesbit story, but a sequel set in 1944. Young Bobby - played by Jenny Agutter - is now an adult. I am not going to spoil the film for you by revealing any more of the story - but I will tell you a little about the railway scenes.

Our “Chatham” carriage is featured early on in the film, with scenes filmed in compartment A, as well as exterior shots. Our green Southern Railway PMV appears in the sidings at Oakworth. The “Chatham” appears again with interior shots at the toilet end of the carriage. Finally, Metropolitan Brake 427 appears near the end of the film, in a scene filmed between Oakworth and Haworth.

Exterior scenes were also filmed in Main Street, Haworth, and at the Bronte Parsonage Museum. Interiors were filmed on specially built sets inside the KWVR Oxenhope exhibition building.

On 3 July 2022, Jenny Agutter was interviewed in compartment C of the “Chatham”, on her way to the world premiere at Keighley Picture House Cinema. The new film has generated much publicity and now visitors to our Museum can view and sit in carriages from both films!



Our film star Chatham carriage at Keighley on 17th July on KWVR Vintage Train
Photo: Rodney Towers

The Premiere! - *Alexandra Stockdale-Haley*

The world premiere of The Railway Children sequel happened on Sunday 3rd July; fittingly, it was held in our little local cinema “The Picture House” in Keighley!

The stars took a train journey on the Keighley and Worth Valley Railway and then stepped onto the red carpet outside the cinema, ready to pose for the paparazzi. Along with the stars and the film crew, other invited guests were in attendance, such as soap-stars Katie McGlynn, Bhavana Limbachia, Natalie Anderson, David Tag, Dolly-Rose Campbell, and Christine Talbot (just to name a few), plus railway TikTok legend Francis Bourgeois.

Once we had taken our seats (VCT being on the front row!), we were treated to an introduction to the film by producer Jemma Rodgers, director Morgan Matthews, writer Danny Brocklehurst, Railway Children legend Jenny Agutter, film stars Sheridan Smith, John Bradley and Tom Courtenay, and of course the cast of the children: KJ Aikens, Zac Cudby, Austin Haynes, Eden Hamilton and Beau Gadson.

The film was thoroughly enjoyed by the audience, and a round of applause filled the cinema following the credits. Once the film finished, we had the opportunity to mingle with other guests and chat to the cast and crew. Many positive comments about the film were shared, as well as other general conversation (I had a very long chat with John Bradley about his character in Game of Thrones).

Everyone left the premiere in high spirits, proud to see our local railway on the big screen again.



The cast and crew at the fantastic event (left)
Sheridan Smith Arriving at the premiere (Right)
Photos: Alexandra Stockdale-Haley

Jackie Cope

It is with a mixture of sadness and pride that we celebrate the life of our Vice-President Jackie Cope. Jackie was born on 25th June, 1934 in Havering, Essex, where her family was living temporarily. Her roots, however, were most definitely northern and the family eventually moved to Drighlington in 1942, from where Jackie received her education at Batley Girls Grammar School.

From there she went to university, gaining a University of Manchester Degree of Master in Education before taking up a career in teaching. Her teaching career was varied but eventually she took early retirement at the age of 50 and, looking for something to do in her spare time, she began working as a volunteer for the KWVR. It was whilst working for the KWVR Sales department that she met Michael Cope. After getting to know each other, Michael reports, "I proposed at a stile very close to the cliff edge at Bempton, just north of Bridlington. ...and was accepted." Thus began the redoubtable combination of "The Copes!" They married in 1986 with the reception being held on the Worth Valley service train.



Jackie - Photo: Michael Cope

Jackie Cope

Jackie made really major contributions to the Vintage Carriages Trust. We had gathered together a number of interesting railway carriages but had nowhere to put them. Building a Storage Shed at Ingrow had been thought about, but there was no-one around with the necessary time to do anything significant, whether organising the actual construction of this Shed, or finding the necessary finance.

Very happily for the Trust, Michael soon followed Jackie into early retirement. The Trust realised that having these two early-retired persons available and prepared to actively progress this Storage Shed project was an opportunity not to be missed. Others were of course also involved in this project, but it was Jackie who master-minded things and drove the project forward. In this Jackie was the one always positive and enthusiastic and encouraging others.

One way of describing Michael's activities would be as a hard-working gopher, supporting Jackie in every way possible. Jackie, with others, got quite good at making grant applications. Members of the Trust and others responded magnificently. Certainly without Jackie this Storage Shed either just wouldn't have happened or would have taken very much longer. VCT owes Jackie a great debt of thanks for all that she did at that time. The Storage Shed then 'morphed' into a Museum, with Jackie playing a huge part in this development and the raising of sufficient funding to make it all happen. Jackie held the position of Honorary Curator for many years. She continued to have an involvement with grant applications for the many improvements that were made to the Museum and Collection over the years. This included the very difficult challenge of gaining a Heritage Lottery Fund grant for a new boiler for "Sir Berkeley".

Although Jackie and Michael were very much a team, she was not above giving Michael a nudge or two if she did not agree with what he was saying! On retiring from the VCT Committee as a Trustee after many years dedicated service, Jackie was made a Vice President of the Trust.

In addition to her VCT duties, Jackie was also very active within the Association of Railway Preservation Societies [ARPS] and its successor, the Heritage Railway Association, [HRA]. She held the role of Lottery Advisor within these organisations, giving much needed and relevant advice to many an organisation wishing to benefit from the Lottery.

Jackie Cope

She also served on the HRA Heritage Committee. For her work within the preservation movement, Jackie, alongside husband Michael, was awarded the “Outstanding contribution to Railway Preservation Award” by the HRA at its Annual General Meeting in September, 2010. Neither Jackie nor Michael knew of this award and their faces were a picture as during the usual preamble to such awards, it began to dawn on them the fact that they were to receive it! The lengthy round of applause as Jackie and Michael received their award said volumes for the respect in which they were held by their peers within the preservation movement.

Not content with her achievements at HRA and VCT, Jackie also studied for, and gained, an MA in Railway Studies from York University. Jackie was a powerhouse for VCT over the years, but also valued for her kindness and her often quite forthright but usually correct opinions on many museum matters.

VCT owes Jackie so much and her contribution to the Trust over the years will certainly not be forgotten. She will continue to be much missed by all those who knew her and we pass on our sincere condolences to Michael and the family.

Ian Smith



Jackie and Michael Cope at Leeds Station Photo: Ian Smith

Notice of Annual General Meeting 2022 - *Dave Carr*

Being the eighth AGM of the Trust as a Charitable Incorporated Organisation

Notice is hereby given, that the Annual General Meeting of the Vintage Carriages Trust for 2022 will be held at 2.00pm on Saturday 12th November 2022 at the Bronte Hotel, Crossroads, BD22 8RA.

The Agenda for the Annual General Meeting shall be:

1. Apologies for absence
2. Minutes of the previous AGM held on Saturday 13th November 2021
3. Matters arising, not otherwise covered by this Agenda
4. Chairman's Report
5. Treasurers Report
6. Reports of the following: a. Membership Team b. Collections Team c. Museum Mentor d. Carriage Caretakers e. Locomotive Caretakers f. Retail, rostering and publicity g. Rail Story team
7. Adoption of Annual Report & Accounts for the year ending 31st March 2022
8. Election of Trustees: Messrs T R England, I B Smith, R L Sprot and R Taggart are required to stand down, but are willing to stand for re-election.
9. Appointment of Independent Examiners
10. Any other business, which may be accepted only at the discretion of the Chairman.

For Information: Those Trustees who may offer themselves for re-election this year are: Messrs T R England, I B Smith, R L Sprot and R Taggart. A further Trusteeship is available, initially for a period of one year, due to the untimely passing of Wendy Anderson.

Further nominations from within the wider membership will be welcomed.

FOR FURTHER IMPORTANT INFORMATION PLEASE READ THE SEPARATE ENCLOSURE.

D N Carr (Hon. Secretary) - 15th August 2022

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Chairman's Day 2022 Report - *Bob Sprot*

It was a pleasure to be able to welcome Members, Invited Guests from our partner organisations, Staff and Volunteers back to Chairman's Day on Saturday 18th June 2022.

Over 70 attendees, including 50 members, were welcomed into the VCT museum by Chairman Trevor England and after morning refreshments, and a chance to look around both the Museum and Workshop, a short programme of presentations were made by Volunteers and Trustees. These included:

- Our outline planned Museum Redevelopment over the coming years
- An update on the Rail Story Partnership
- A Financial Update focussing on the excellent performance of the retail shop.
- Progress on the restoration of the Midland Carriage and the initial work on the PMV Restoration.
- Plans for the restoration of the Diesel Rail bus
- Reports on the near completion of the overhaul of Sir Berkeley and the start of the programme to get Bellerophon back in steam.
- An outline of arrangements for the 2022 AGM.

Most of the content of these presentations have been detailed in this and previous issues of the Carriage Chronicle. This was followed by a buffet lunch organised by Ian Wild and assisted by Gillian Foster and sponsored by Sheila Seabrook to whom we give grateful thanks. After lunch a number of delegates were able to enjoy a round trip ride on the KWVR Saturday service train.



Locomotives Update - *Bob Sprot and Ian Smith*

Bellerophon - Back in Steam Appeal

We are very grateful for the generous response from many members to our appeal in the May 'Carriage Chronicle' for financial assistance towards our plans to get Bellerophon back in steam in the next couple of years. Assisted by a comprehensive article written by our Vice Chairman Ian Smith and featured in the July issue of Steam Railway, a small legacy left to us some time ago for the locomotive, and steaming fees accrued when last in operation, our appeal for £50,000 has now reached the halfway mark. Any further donations will continue to be most welcome!

The locomotive is now in the throes of its overhaul, with work proceeding on the boiler. The firebox crown stays are currently being replaced.

An examination of the boiler shows it to be in reasonable condition, and options are being considered for the repair of the bottom couple of feet of the outer firebox sheets plus foundation ring. A new smokebox has been constructed and will be attached in due course. The locomotive's ross-pop safety valves have been provisionally sold and the money obtained will go towards providing more authentic Ramsbottom Pattern safety valves as part of our efforts to return the engine to a more "as built" condition. The valves are currently still at Foxfield awaiting final agreement and payment. Foxfield is still hopeful that Bellerophon will steam in time for 2024.



Belerophon at Middleton Railway in 2016
(in the same spot as Sir Berkely on ther next page) Photo: Robert Taggart

Locomotives Update - *Bob Sprot and Ian Smith*

Sir Berkeley

Much work has been carried out on Sir Berkeley recently and the locomotive is coming together nicely. As the photo shows, the tank is now back on the boiler and the weatherboard is also in position. Since then, additional work has gone into the pipework, which is now being fitted, and Sir Berkeley is on track for a possible steaming in September this year. The intention now is to steam test the engine and sort out the usual niggles which always appear on these occasions and then to store it over the winter and have a grand “Entry into Service” event early next season. We may even start the 2023 season with the engine! Full details of this will appear in a future edition of the Carriage Chronicle.



Sir Berkeley nearing completion outside the Running Shed at Middleton Railway with No.6 in the background Photo: Ian Smith

Workshop Update - Trevor England

To Run or not to Run? - That is the Question!

In the last few years we have been asked to restore a number of vehicles in the collection to working order. If condition, money, time and labour were not an issue we would all wish to see every vehicle doing what it was designed to do by showing it in action. However, the age of the vehicles in the collection and the modern world doesn't fit in with this dream. This article tries to explain the reasoning why the Trust has some vehicles available for use and why others are for static museum display.

Since the VCT was formed in the 1960's we always hoped to restore all vehicles in the collection to working order. By the 1970's and 1980's we had achieved this on those with more modern steel underframe vehicles. The Chatham, Bulleid and Metropolitan carriages had seen use in the early years of the KWVR fleet before replacement by the Mark 1 carriages. The Bulleid and the 1st Class Metropolitan carriage suffered the most from this use. Thanks to the determination of Philip Walton and Michael Cope these two vehicles took over twenty years to bring them back to a serviceable condition. Meanwhile the M, S & L and GNR 589 had been restored to a condition to allow them to see occasional use and on filming assignments.

By the late 1980's we had collected the three steam locomotives, Bellerophon, Sir Berkeley and Lord Mayor. It was anticipated that these would work on short trains of vintage carriages on the KWVR. For a short period of time Bellerophon did do this, and Lord Mayor and Sir Berkeley were occasionally steamed but never to their full potential.

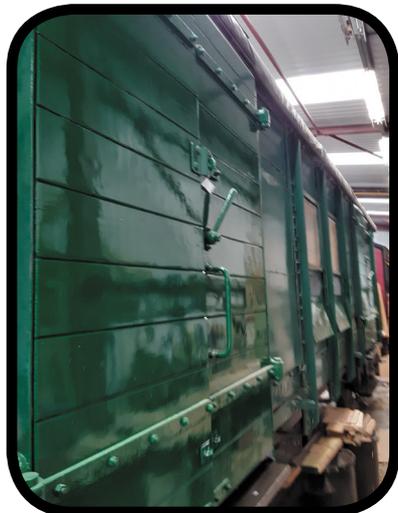
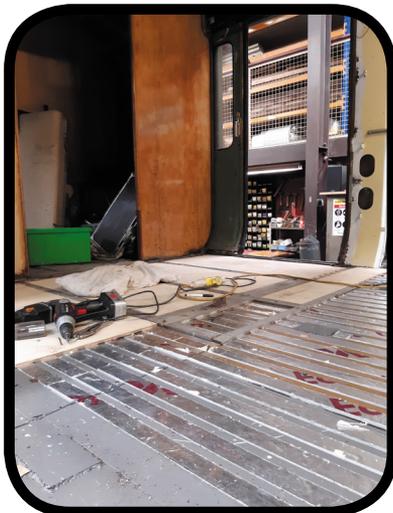
The move to Ingrow in the 1990's with a purpose built shed allowed those vehicles restored to be safe from the elements and gave us the opportunity to speed up the restoration of the others. As the years have passed we have interpreted those on display in the museum. This has led to discussions as how best to protect the collection for the future. With their age and construction on composite underframes the Victorian carriages have suffered even when only used for occasional use and are restricted in the number of passengers they can carry. The more modern designs with steel underframes are much more able to withstand the pressures of more regular use.

Workshop Update - Trevor England

These changes have also affected the use of our locomotives but we have been able to make successful arrangements for Bellerophon and Sir Berkeley. Bellerophon is at the Foxfield Railway and it is able to pull the short passenger trains we originally hoped would be run on the KWVR. Hopefully from 2024 on its 150th birthday it will be able to do this again. Sir Berkeley has also worked successfully on the short trains in the city of its birth in Leeds on the Middleton Railway

Lord Mayor is too small for operations such as these and the only likely use would be brake van rides in Ingrow yard. However, unlike our friends at The Bahamas Locomotive Society we don't have the expertise or facilities at our museum to operate these. Lord Mayor has therefore become a much loved "Gate Guardian" for the museum and it attracts visitors in being the first item from the collection to be seen from the train and when walking down the yard. It has a very secure future in this role and has avoided the long term situation of many very small industrial locomotives in preservation that now find themselves rusting in sidings.

The carriages in regular use today are the Bulleid on the Embsay and Bolton Abbey Steam Railway as part of their dining train. The Chatham has seen significant use on the KWVR since the Covid pandemic altered the need back to compartment carriages. The three Metropolitan carriages are still the choice for the annual vintage train seasons and in the museum they provide a varied interpretation with the 1st Class having sound systems in place, the brake in LT livery and the 3rd Class in the original "Railway Children" livery.



DRB Keighley end floor restoration and PMV new doors and locks

Photos: Bob Sprot

Workshop Update - Trevor England

The Victorian Great Northern carriages are ideal for museum display and illustrate the social history of the period with their marked differentiation of the classes. The state of the underframe on both of these carriages requires their bodies to be lifted to upgrade before use. The M, S & L four wheeled carriage is available for use but shares the same advantages of museum interpretation as the GN vehicles. Finally we are continuing with the major restoration of the Midland and this will be a great asset to both the museum display, and hopefully, occasional use in the years to come.

As I recorded in the last issue the DRB has been a challenge over and above that anticipated when we took it on. After some feedback we have decided to reinstate the underfloor soundproofing to avoid having to remove seating and floor covering at a later stage. If there is a way forward to returning it to working order in the future this work wouldn't have to be undone.



Lord Mayor as Gate Guardian in the VCT Museum
Photo: Alexandra Stockdale-Haley

Improving the outside of the Museum

- *Bob Sprot*

One of our projects in recent months has been to improve the appearance of the immediate surrounds of the Museum.

Chris Smith has used a pressure washer to clean and clear the pavement and concrete area at the front of the museum as well as down the whole length of the fire escape path on the side of the museum. This has improved both the appearance of these areas as well as assisting with the safety of our visitors. Chris and Norman Overend have also repainted the entrance porch, litter bins, bollards and lamp posts to brighten the whole entrance area.

Norman has also cleaned the channels by the rails of weeds, soil and associated debris.



Chris Smith using the Pressure Washer and Norman Overend painting the Litter Bins
Photos: Bob Sprot



Norman Overend clearing the flangeway
Photo: Bob Sprot



The Rail Story Partnership at Work - Rail Story advert in the newly acquired KWRV Class 144 Photo: Paul Holroyd

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