

## Members' Newsletter: August 2018

You will find enclosed with this copy of the *Newsletter* a sheet giving official notice of our **Annual General Meeting for 2018**, together with a timetable of the day's activities. Please read this sheet, and consider joining us on this occasion. In brief: our AGM for 2018 will be held on Saturday, 13<sup>th</sup> October, at 2 pm at our Ingrow Museum. All members are invited to attend – coffee and biscuits from 11.30 am, Buffet lunch at 12.30, meeting itself at 2 pm, with time to take the 3.45 pm train from Ingrow for a round trip on the Railway should you wish. Plenty of time to view progress in the Museum and to chat with friends and colleagues.

As always lunch is only for those who have booked – so please contact our Secretary Dave Carr to book your lunch: Dave can be found on 01759 304176 or 07512 148 574 or [d.carr388@btinternet.com](mailto:d.carr388@btinternet.com): or try the Museum on 01535 680425.

***Every full Member has the right to stand for election as a Trustee, which gives the opportunity to participate in the overall running and policy and decision-making of the Trust.*** *Dave writes:*

### **Ever thought of becoming a Trustee?**

You will recall that we put a very similar suggestion to the membership last year. Well, here we are again!

Members will all be aware that VCT changed its status from a Charitable Trust to a Charitable Incorporated Organisation in 2015. Under the new Constitution, all those who were originally elected as Trustees will, in due course, HAVE to stand down for a year.

This means that we need to develop a pool of people willing to take on the role of Trustee – we can't just rely on the same twelve bottoms to fill the same twelve chairs in perpetuity!

Remember too, that we lost Mick Halcrow last year. Fortunately, we have very recently recruited a member with professional financial skills to join the team. How welcome she is; but for the

Trust to have a sustainable future, we must create a larger group of people willing and able to hold office. Indeed, the current Trustees have already sought advice from museum professionals, including our Museum Mentor, Anthony Coulls, on this very matter.

The basic requirement for a Trustee is to attend Trustee Meetings on the Saturday of the second full weekend, in the majority of the months of the year. It helps if you also have professional, administrative or practical skills, so that you can speak with authority on some aspect of the Trust's work.

If the notion appeals to you, and you have the time, the inclination and the skills to help the Trust move forward, please feel free to contact the Secretary, Dave Carr, by phone or by email, as noted above.

### **General Data Protection Regulation (GDPR)**

The Trustees would like to thank you for your prompt responses to the GDPR letter, which sought your consent to send you donation requests. At the time of writing this, some 364 of you have agreed to this, which is absolutely marvellous.

Many of you were so generous that you enclosed donations with your consent forms, and over £3,000 was contributed to the Trust's activities.

For those members, who do NOT wish to receive invitations to make donations towards restoration projects and improvement schemes, we shall take every care to ensure that we respect your wishes. If, of course, any member wishes to change their mind about consent to VCT holding this or any other information, you only have to tell us, and we will comply with your wishes.

## Social Media

Alexandra Haley writes:

Since creating a Facebook page and a Twitter page for the Trust (alongside our Ingrow site 'Rail Story' social media pages) I have been able to engage a lot more with visitors and members online. The Rail Story pages are already in place to promote our special events and family days out as an attraction, but I created the VCT pages to keep people updated about some of the more specialist information about us as a separate organisation – such as the restoration of our carriages.

So far this has worked really well; the use of the 'messenger' or 'direct message' functions have allowed the online community to get in touch with us instantly, instead of having to wait for emails to go through the system. This can be used for various things, such as general enquiries, comments and praises about the work we do, and even magazine orders.

Some examples of posts that have received the most reactions from Facebook and Twitter followers have included the work we put in for the Keighley & Worth Valley Railway's 50<sup>th</sup> Anniversary Gala, updates on the restoration work

[www.facebook.com/vintagecarriagetrust](http://www.facebook.com/vintagecarriagetrust) and [www.facebook.com/railstoryatingrow/](http://www.facebook.com/railstoryatingrow/)

Also [www.twitter.com/vct\\_ingrow](http://www.twitter.com/vct_ingrow) and [www.twitter.com/RailStoryIngrow](http://www.twitter.com/RailStoryIngrow)

## Children's activities

Alexandra writes: As part of our development with Rail Story, we are hoping to get a few more children's activities made available in the museum as we are now attracting more families – particularly in the school holidays! Currently in place we have the colouring table opposite our little locomotive *Lord Mayor*, a Big Jigs wooden train set, and a 'helper hunt'. The idea now is to put all of these together in one place to form a children's area. We have a few more ideas in the works for the future, including a more informative 'worksheet' treasure hunt put together by myself with input from Tracey Morris. On this worksheet it will ask the participant to find various things within the museum such as carriage crests, train guards and railwayana, which will in turn hopefully be very educational as well as fun!

## Donations, please?

We do of course welcome cheque and other donations towards the work of the Trust. However, there are many other ways in which you can help the Trust. Here, Bob Sprot asks:

Do you have unwanted railway items in your spare rooms, cupboards, loft or garage?

If so donations for resale in our shop are always welcome especially of model railway equipment – locomotives, carriages, wagons, track, signals, station platforms and buildings. All popular model railway gauges can be donated.

Our shop and magazine room rely on the continued goodwill of our members and the general public who donate railway items for

on our Midland Railway carriage No. 358, and the news of *Bellerophon*'s boiler ticket expiry at Foxfield Railway's Summer Gala.

Facebook seems to be doing better in terms of the number of people interacting with us, as opposed to Twitter. On Facebook VCT currently has 272 followers as opposed to 91 on Twitter, and Rail Story has 391 followers on Facebook as opposed to its 80 followers on Twitter. However on Twitter we do have a lot of bigger organisations sharing our posts to the wider public, including Welcome to Yorkshire, Heritage Lottery Fund and Museum Development Yorkshire. This means a lot more people will be able to see what we are getting up to, and hopefully decide to come and visit us!

Overall it has been a useful marketing tool for us to attract more people to our Museum by targeting a larger amount of people online, but also it has been a great way of sharing instant bursts of information to existing visitors and members. If you use social media yourself, make sure to give us a follow:

[www.facebook.com/railstoryatingrow/](http://www.facebook.com/railstoryatingrow/)

Also [www.twitter.com/RailStoryIngrow](http://www.twitter.com/RailStoryIngrow)

resale. These sales still form the greater part of our retail activity and help us to raise funds for the restoration and maintenance of our vintage carriages.

If you are thinking of disposing of any small railway items such as Books, Magazines, DVD's, Pictures, Photographs, Post Cards, Railwayana and Model Railway Equipment please consider donating them to us for resale.

## Florence Joanne Cross

Our congratulations and best wishes go to Debbie Cross and her husband on the birth of their daughter Florence Joanne on the 5<sup>th</sup> of July.

We are pleased to hear that on Debbie's return to work after maternity leave she will still be working with "Rail Story" but will be employed by the Railway with "Rail Story" as part of a wider task for the Railway, developing a variety of heritage projects. Watch this space!

## K&WVR's 50 years: Anniversary Outings for our carriages

*Bob Sprot writes:*

Vintage carriages from our Museum were heavily involved on five out of the eight days of the recent Keighley & Worth Valley Railway's 50<sup>th</sup> Anniversary Gala.

For the Trust, the most exciting feature was the use of our 1924-built South Eastern and Chatham carriage on the re-creation of the 1968 KWVR opening train, resplendent in the same Worth Valley maroon livery as it carried fifty years ago, and numbered again as "KWVR No 1". This was a credit to VCT and especially to the excellent paintwork carried out in our workshop by our Engineer Chris

Smith. Thanks also to Chris Haley and to Rodney Towers for the photos (left and below, respectively). The Reopening Special also included two of our Metropolitan Carriages, as did the 1968 train. These were Metropolitan nine-compartment Third No. 465 (now returned to us after its five years at the Buckinghamshire Railway Centre at Quainton) and Metropolitan Brake Third No. 427. These carriages together with the two KWVR Pullmans were hauled by the newly restored Ivatt 2-6-2 Tank engine No. 41241 which on the day was driven by long-serving Worth Valley engine driver and VCT workshop volunteer John Morris.



The Chatham carriage was also in use on the Thursday of the Gala with our three Metropolitan carriages (427, 465 and seven-compartment First No. 509) as one set of a full line two-train Vintage Carriages Day. The other set consisted of carriages from the L&Y Society. The VCT set was behind both the visiting Severn Valley GWR Pannier Tank No. 7714 and (separately) the 1888-built LNWR Coal Tank No. 1054 and successfully completed five round trips on the line.

The Metropolitan carriages were also in use on three other days of the Gala as the Ingrow to Keighley shuttle service. All three carriages were on this train on the first Sunday of the Gala hauled by the LNWR Coal Tank and on the final Saturday and Sunday of the event Metropolitan carriages Nos. 427 and 465 were used behind a variety of motive power including on the Sunday the very interesting if historically inaccurate pairing of these carriages with a Class 66 and a Class 25 diesel! The benefit of these shuttles included bringing us an increase in the numbers of visitors into our Museum.

The use of the Metropolitan carriages working from the Museum on five out of the eight days of the Gala meant early opening times (around 7.45 am) and late closing times (often 8.45 pm). This resulted in long days for Chairman Trevor England and other volunteers but these were worthwhile and enjoyable.



## Metropolitan No. 465: a busy Summer!

Following on from its intensive use during the Worth Valley Railway's 50<sup>th</sup> Anniversary Gala at the end of June, Metropolitan nine-compartment Third No. 465 also featured throughout the Vintage Train season.

The Vintage Train ran on the five successive Sundays from 8<sup>th</sup> July to 5<sup>th</sup> August. The set this year consisted of the ex NER "Old Gentleman's Saloon", three smaller L&Y carriages and No. 465. The train

was hauled by ex-Midland 4F No. 43924 on three weekends and by the LNWR Coal Tank No. 1054 on the other two dates. This coincided with the very warm spell of weather and care was taken on all days to avoid starting lineside fires. This did not seem to worry the passengers, who were delighted to travel on these fine vintage carriages.

With its seating capacity of a possible 108 the Metropolitan carriage became the main passenger carrier of the train. Our thanks are due to volunteers Jeanette Achilles and Norman Overend for acting as stewards for our carriage.



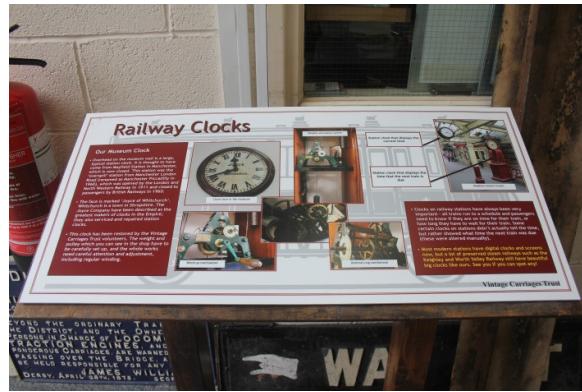
## New working members: Welcome!

We'd like to welcome on board our newest working members – David Smith and Tracey Morris. We're sure they will fit right in to our busy and enthusiastic little team here at VCT.

## Display renewal

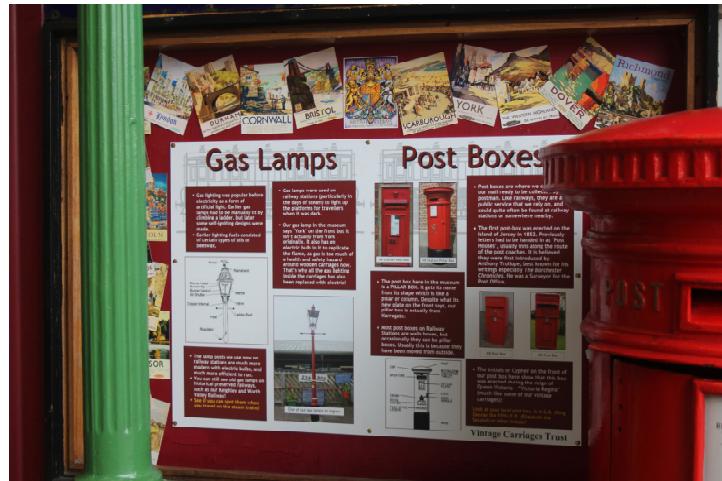
*Alexandra Haley has now been employed by the Trust for just over nine months. She is now very usefully making her mark on the Trust – including by revising and updating display items, as she now describes:*

One of the biggest projects in the Museum I have been working on is the renewal of displays. Over the years some displays have become very worn and faded, and so it is time to modernise them. So far I have updated the interpretations for the clock display, the post box/gas lamp display, the Avery scales display and the catering trolley display; I intend to update most of the other interpretation boards in the same way, including using our logos and colour schemes to keep continuity throughout the Museum. Furthermore, I will hopefully soon be updating the displays of our exhibitions and artefacts in our display cabinets, to make interpretations a little clearer and to bring the Museum up to date with the stories we are trying to create surrounding our rolling stock and railway history. By doing this, I intend to generate a lot more interest about the objects we keep here at VCT in addition to our beautiful carriages, for visitors of all ages and backgrounds.



Photos, here and opposite  
(top of page): Alexandra Haley





## Bellerophon: au revoir!

Ian Smith writes:

On Saturday and Sunday 21<sup>st</sup> and 22<sup>nd</sup> July our veteran well-tank locomotive *Bellerophon* ran for the last time for some years, due to the expiry of his boiler certificate. This was at the Foxfield Railway's Summer Steam Gala, where our locomotive worked very hard (as seen in the photograph) and as always was well appreciated by all who came to see him in action.

So, what of the future? In the first instance, the engine will enjoy a couple of years at rest in Foxfield's Museum but we hope to commence the overhaul in a couple of years with a view to the engine being in steam for his 140<sup>th</sup> anniversary in 2024.

There is much to do before that is achieved. The engine requires a thorough examination, but we already know of major work being required for the boiler, and we know that the wheels require attention. That's in addition to the usual ailments of an engine which has seen a lot of use in a ten year period. In short it is NOT going to be cheap! Look out for appeals in a future *Newsletter*, but hopefully we will see our veteran loco up and about before too long.

If it so happens that you would be interested in helping with external Grant applications, we would be very pleased to hear from you!



## **Sir Berkeley**

Ian Smith reports also that our Manning Wardle is now beginning to see activity at Moor Road. The tubes are being removed and the boiler will soon be lifted. Once that is done, we will do a thorough inspection and agree what needs to be done, with a view to the engine being available by 2020.

## **Meantime, back in the workshop...**

Our **Midland six-wheel Composite** coach No. 358 of 1886 remains the focus of our restoration work and is our Number One priority. As previously noted, the body has been lifted off the underframe and remains on the floor (appropriately supported!) in the new extension to the Workshop. The underframe, on its own wheels, is on the left hand road within the Workshop, readily visible to our visitors.

Stuart Mellin, Robin Higgins and Ian Wild are working on the body, but unfortunately progress has been delayed by illness. After receiving one rather high – indeed, *very* high! – quotation for the upholstery we now have a second quotation, which is at a rather more acceptable level. This is from an upholstery firm in Keighley: if this turns out to be the quotation we accept this will satisfy one of our basic preferences which is to use local firms if possible. We are currently checking that the standards this firm can offer satisfy our needs (the present indication is that this is indeed the case) and that the quotation includes everything that we need. Importantly, this includes all aspects of the springing – we have vivid memories of this not being sufficiently well specified for a previous project, which resulted in a good many problems: resolving these took a deal of time and effort!

The surviving small piece of the “Grecian” patterned strip mentioned in the last *Newsletter* is still with Wyedean Weaving. They were quite fascinated by it but as yet have not produced a price. Maybe they don’t want to frighten us.

John Morris, Norman Overend and now our Engineer Chris Smith are working on the underframe. Most of the securing bolts are back in position, as is much of the brake gear. You will need to look carefully at the photo to see what’s changed – but be assured that things *have* changed and very much in a positive direction. Note the brake cylinder now in position – that’s the round black object just above and to the left of the centre wheel.

After a great deal of preliminary study and visits to our friends at the Midland Railway Butterley, together with consultation with the Midland Railway



Study Centre at the Silk Mill at Derby and with the Search Engine at the National Railway Museum, we finally marshalled sufficient courage (and information) to send the springs away for re-making. These are eight in number: two drawbar springs and six road springs. The necessary work on these will not be cheap, and is likely to take some time. The two drawbar springs were difficult to get out – if our calculations are correct getting them back into position will not be too much of a challenge. (On the other hand, if things are not quite as they should be, this could be quite a problem!)

There was some concern as to how to replace the twelve rather worn spring hanger bolts, these being the links which transfer the weight of the coach separately to each end of the road springs. However, Chris has successfully machined replacements for these. This avoids the need to go to an outside firm.

At the present very satisfactory rate of progress it’s likely that the other work on the underframe will be completed before the springs return and can be put back into position. Hopefully the body will by then be ready to be put back on to the underframe. The many bolts securing the one to the other will then be put back into position. The next move will be to again use our power jacks to lift the entire coach (body and underframe, now again as one unit) off its wheels to allow detailed inspection of the

wheelsets and the axle bearings. Work then found to be required may include sending the wheelsets away for re-profiling, and re-metalling or other rectification of the bearings themselves.

All this will take some time: certainly many months. Once work on the wheelsets and bearings is completed the coach can be put back on to its wheels to allow all the "finishing off" work to start.

Having the coach back on its own wheels will release our power jacks for use elsewhere. "Elsewhere" will then be our new top priority, our **Great Northern Railway six-wheel Brake Third**. The need here is an in-depth safety inspection and if necessary rectification of the bolts securing the coach body to the underframe, and of the underframe itself. Some damage was detected here after a "rough shunt" last year – our Trust was not responsible for this, and most if not all of this damage will be covered by insurance elsewhere. However, looking into this problem detected also separate historic damage, probably the result of a rough shunt, possibly several decades ago. Just how serious these problems might be and what will be required to rectify them will be established once the body is lifted from the underframe.

Carrying out repair and rectification work as found necessary will then be very much the priority item as we would very much like to see this carriage fully operational and back in service. Not only is it a superb Museum exhibit but it is the only four or six wheeled Brake passenger carriage on the Worth Valley Railway and as such would be a key component of running any "proper" four- and six-wheeled "Really Vintage" train. Just how long this will take is anyone's guess. Two or three years, maybe?

One major reason for the extended timescale is that the working team is fairly small in number. The work is interesting, and happens at all skill levels: working conditions are quite good (although tidiness could do better!): the Workshop is heated in Winter: and we all get on well together! Please consider joining us in the Workshop – or of course in other aspects of the Trust's work. If interested please call in at the Museum or contact us on 01535 680425 or by email at [admin@vintagecarriagetrust.org](mailto:admin@vintagecarriagetrust.org) We would be delighted to welcome you!

Meantime, the **diesel railbus** patiently awaits the use of our power jacks. Investigative work thus far has centred on the steel floor and on the strength of the two main longitudinal members, running the full length of the vehicle immediately below the floor, one on each side. Both the floor and these main

members have been seriously damaged by water ingress around the doors and the windows. However our Engineer Chris Smith is happy that both of these can be rectified without too much difficulty, and we have been able to source steel sheet having the required profile for replacing the water-damaged (or missing!) floor sections. However we could do with the missing sections of floor not being in position whilst we attend to all the under-floor components (engine mounts, power train, air systems, electrics, hydraulics). Access is the main problem here. A likely way forward is to lift the body off the underframe, so giving good access both to the underside of the body and to everything carried on the underframe itself. All this will of course require the use of the jacks – but their availability is a long time in the future: the wait will be a long one!

Meantime, agreed preliminary work includes progressing restoration of the seating. This was re-upholstered maybe twenty or thirty years ago, using a then-current pattern of moquette. Sadly as far as we are aware no sample of the original fabric was kept. This left a mystery as to just what was the original fabric used. We have seen photographs of this, but none were particularly helpful. However, as part of this preliminary work removing the existing fabric has revealed several samples of the original fabric. These are from the extreme outside of the fabric, where the material had been cut away from the line of tacks or staples securing the material to the frame. These samples are therefore quite narrow, at about half an inch in width. However, this confirms the colour as a dark sage green. We have not as yet been able to identify the structure of the material itself, but this should be resolved fairly soon. The photo (previous page) shows three of these strips –



two fronts and one back. If by chance you can help here, whether by identifying this material, or by suggesting a supplier, or even by identifying someone who could print the rather strange, but simple, pattern on to the base material: please, please contact us!

Other work currently being considered includes reinstating the lino on the compartment floors of our **Metropolitan Brake** No. 427, built in 1910. Currently the floor covering is a definitely non-authentic green carpet, well-worn since it was fitted at Drax Power Station, many years ago. We are also considering reinstating the lino in our nine-compartment Third Class Metropolitan Railway carriage No. 465. Here, any decision is complicated by the floor surface being wooden boards, this probably being a war-time safety exercise to make good what could have become a badly-worn linoleum surface. At the time lino would have been virtually unobtainable, with timber rather more easily available.

Should we replicate what was originally there (using a modern lino, or lino replacement) or should we conserve the war-time wooden boards? And, if so, how?

Also currently under active investigation is the purchase of moquette to allow the much-needed re-upholstery of the Metropolitan Brake

## Barriers

There's been a great deal of shunting within our Museum over the last few months. Inevitably this means changing the positions of the various side panels, barriers and safety access ramps on the central walkway. We must thank all those who attend to this very necessary task as and when it is needed – it is *not* an attractive one! Several volunteers are involved – but this time the photo shows the very recent team of (L to R) Philip Walton (who happened to be passing by), Bob Sprot and Charles Chandler. Thank you, all!

## 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 Platziez, 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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