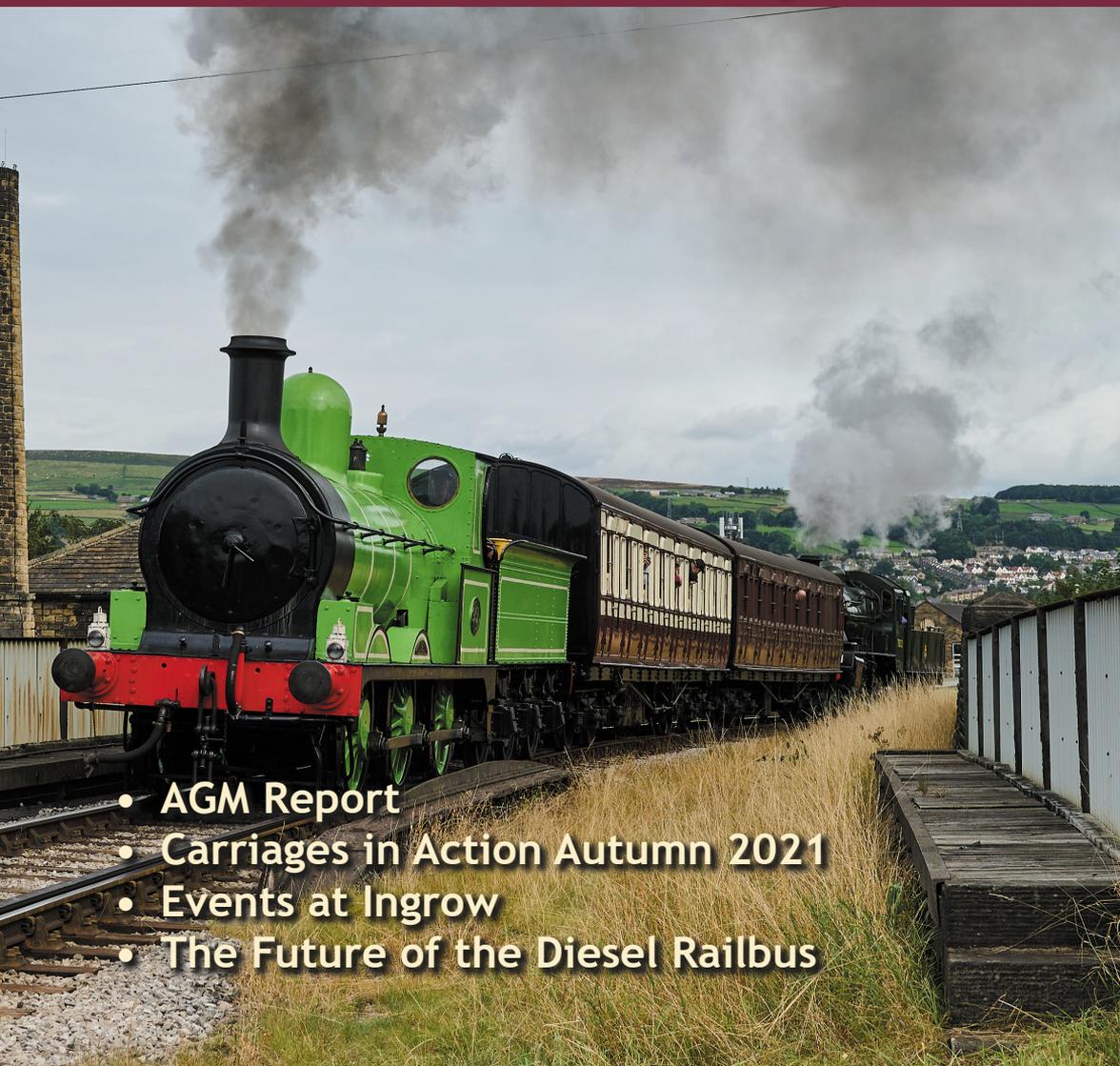




Vintage Carriages Trust

Carriage Chronicle

News for Members: January 2022



- AGM Report
- Carriages in Action Autumn 2021
- Events at Ingrow
- The Future of the Diesel Railbus

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

Welcome to the January 2022 'Carriage Chronicle'. The Chairman, Trustees, Staff and Volunteers would like to wish all Members a Happy New Year. We have continued to make good progress over the last few months on our main projects of restoring our Midland 6 wheel carriage and the overhaul of Sir Berkeley by our friends at Middleton. As a result we can update you on our workshop projects as well as on our successful trading activities, the continued use of some of our carriages in service, the welcome increase in visitation to the Museum and a report on our recent Annual General Meeting. Despite the uncertain future nationally please be assured that your Trust remains in a sound financial position.

We hope you enjoy reading this issue.



Metropolitan Carriages leaving the Museum for KWVR Mixed Traffic Gala
Photo: Paul Holroyd

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Front cover: Ironclad 957 hauling VCT Metropolitan Carriages at the KWVR Mixed Traffic Gala
Photo: Andrew Southwell

Membership Matters - *Bob Sprot*

Membership Renewals 2022 - Please remember that due to the interruptions caused by Covid 19 we extended the membership year to the end of March 2022 and renewals will now run from then until the end of March 2023. Full details will be sent out to all members in March.

Standing Order members - will receive their new membership cards from early January 2022 to run until March 2023. If any member who renews by Standing Order wishes to alter the timing of their renewal from the current January dates to March please contact Bob Sprot by email to membership@vintagecarriagestrust.org.



Snow scene at the Museum November 2021 Photo: Richard Jones

VCT AGM - Before, Now and in the Future - *Trevor England*

Ever since the VCT meeting room was constructed in the 1990's we have held the AGM in the museum building. This was able to accommodate around 40 members with everyone enjoying very close company! With the onset of Covid19 we have been left in a very different world.

For the **2020 AGM** we were heavily restricted on the number of people allowed to mix and as we waded through the legislation it was clear that a new approach was needed. The Trustees agreed that the only way that this could take place was for them to meet on the allocated date, allowable as it was a business meeting for the management of the Trust. Beforehand all members were contacted by post and full members sent all information and voting forms to allow them involvement from home. Interestingly this resulted in over double the number of members voting, so giving a more democratic system than the face to face meeting.

For the **AGM 2021** the situation was better than in 2020. However it was still not clear if restrictions could be back in place by the time of the meeting and it was clear that the VCT meeting room was no longer the right place for the event. We contacted the Bronte Hotel and they agreed to offer the Trust a meeting room free of charge. To avoid the risk of a further lockdown we decided to use the postal vote system once again. When we found that the face to face AGM was able to go ahead, we were able to offer a museum and workshop visit and buffet lunch, followed by transferring to the hotel for the meeting. At the points in the agenda involving voting the results of the postal ballot were read out. Again there was well over twice the number of postal votes than the number who attended in person.

Unless there is a significant change it is likely that we will be planning to conduct the **AGM 2022** in the same way, as this year proved to be accepted as a satisfactory working arrangement. With the greater involvement for those members not able to travel for the meeting the new system gives them a better voice in the running of the Trust than in prior years.

AGM November 13th 2021

Minutes - the draft minutes of the 2021 AGM held on 13th November are enclosed with this issue and will be put to the membership for approval by post just before the 2022 AGM.

Vice President Bill Black - after many years as a Trustee of the VCT Bill Black has decided to retire. We give grateful thanks to Bill for his major contribution to the success of VCT especially with regard to the building of the workshop rearward extension.

New Trustee - Alexandra Stockdale-Haley was elected to the VCT Committee at the AGM and we welcome Alexandra back albeit this time in a different capacity to her previous role with us when she ran front of house. Alexandra brings her museum expertise to us at a time when we will be focussing over the next few years on the redevelopment of our displays.

Members Award - As is customary at the AGM a light hearted award (known as the Wallace and Gromit) is given to a volunteer(s) who has contributed most significantly to the work of the Trust in the previous year. This year Chairman Trevor England and the Trustees had no hesitation in giving the award to **all of our members** for their fantastic support to the Trust during the difficult last 18 months. Bob Sprot as Membership Secretary accepted the award on behalf of the membership.



Trevor England presents the Members Award to Bob Sprot at the November AGM - Photo: Alexandra Stockdale-Haley

Trading Update - *Bob Sprot*

Trading in the Shop - Sales in the shop have been excellent in the late summer and throughout the autumn period. This is due in part to our visitor numbers being much higher than even before the Covid impact and obviously we benefitted from the trend of staying at home rather than people taking holidays abroad. We have also been fortunate to receive substantial donations of books, magazines and model railway lines which have contributed to a 20% sales increase over the same April - November period in 2019.

New Gift Ranges - For the first time in over 5 years we have been in a position to experiment with the purchase of small quantities of new railway themed gift items. This is due to our having sold through the large quantities of the previous own branded Museum of Rail Travel lines. Aimed at the family market we now have tea towels, coasters, mugs, fridge magnets, keyrings, metal signs, children's hats, playing cards and jigsaws on sale using railway generic brands. Successful selling products will be reordered later in 2022.

The Front of House Team - have made a superb contribution to our current trading success and this is an opportunity for me on behalf of the Trustees to thank all volunteers for their efforts. A special note of thanks is also deserved for our key front of house staff member Richard Jones who not only keeps the shop looking great, but also has single handedly worked his way through sorting and re-organizing both in the shop and in our back stockroom the bulk book donations that have threatened at times this last year to overwhelm us completely. Well done to all concerned.



VCT Shop Gift Ranges - Photo: Bob Sprot

Carriages in Use - *Bob Sprot/Richard Jones*

Bulleid at Emsay

As reported in the last few issues our 1950 Bulleid Open Third Carriage No S1469 continues to be in use at the Emsay and Bolton Abbey Steam Railway. Negotiations are taking place with our friends at Emsay as to their future requirements for this carriage.



VCT Bulleid Carriage at Bolton Abbey on the Dales Diner - Photo: Paul Livsey

Metropolitans 427 & 465 on the KWVR

Metropolitan 7 Compartment Brake Third No 427 and Metropolitan 9 Compartment Third No 465 took part in the KWVR Mixed Traffic Gala in September on shuttles from Ingrow to Keighley and back. Over the three days they were hauled by a wide variety of steam and diesel traction.

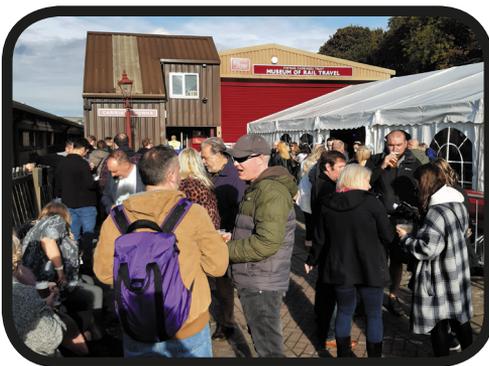
S3554S Brake Third Corridor Carriage on the KWVR

Our 'Chatham' carriage has been much in demand from the KWVR over the last two years as it offers suitable compartment accommodation to assist with providing Covid 19 secure trains. It has also been used earlier in 2021 in the new 'Railway Children Return' filming and we await the final result with interest. The carriage has also just completed an extensive period on the 'Elf Express' and 'Mulled Wine' KWVR trains throughout December.

Ingrow Events - Autumn 2021 - *Bob Sprot*

The KWVR Beer and Music Festival - was held from October 14th - 17th and although the main site for this festival is at Oxenhope the second site was at Ingrow. A large 30 metre by 11 metre marquee was placed in front of the VCT Museum and contained bars serving beer and gin as well as having a stage for live music performances by soloists and bands. The attendance on the Friday and Saturday afternoons and evenings was tremendous and VCT received greatly increased visitation on these days often from a slightly younger and non-railway enthusiast age group most of whom had rarely been to us before. Needless to say for the safeguarding of our collection we intercepted drinks at the front of the shop where visitors could retrieve them after their tour of the museum!

The KWVR Jurassic Week (Dinosaurs) - took place during the half term holiday in the last week of October and again gave us greatly increased visitor numbers, this time of a much younger age group together with their parents and grandparents. Activities in the Rail Story yard organised by our friends and neighbours from the Bahamas Locomotive Society included a miniature railway offering children's rides and a hunt in both museums to find numbered dinosaur footprints. There was also a colouring table situated inside the museum for the amusement of our younger visitors. During this week we had the services of a 'meet and greet' character at the front door of the shop who we christened Rex. Rex proved to be very popular and was hugged and punched in equal measure! Our thanks go to Florence and Debbie Cross for letting us have Rex for the week.



Crowds at the Museum for the KWVR Beer and Music Event - Photo: Bob Sprot



Rex the Dinosaur guarding our shop - Photo: Bob Sprot

Workshop Update - Trevor England/Chris Smith

Midland Railway 358

The replacement gas light fittings are in the process of manufacture and fitting. The original gas piping has been collected together from storage. New piping for the roof is required and the originals will be used to allow replication to take place. Once these are in place the electric wires can then be fitted in to take the LED lights now required to give the same effect as we have done previously in the Great Northern Railway carriages. The new windows have been fitted and mouldings replaced as required. The ventilators have been fitted. Work on the compartments continues to progress steadily and the plywood has been added to the floor ready for the fitting of the lino. The body and underframe have been lifted to remove the wheelsets. This has allowed them to go for tyre turning, and the axle boxes are to be overhauled shortly.



Midland Light Fittings - New and Old
- Photo Richard Jones



PMV in Workshop with DRB Photo: John Sagar

Southern PMV S1125S

This vehicle has been in the workshop to allow the wood to dry out. The doors have suffered over the years to the point that they now require a full rebuild. This is being carried out one pair at a time while we have available work space. The wood has been purchased to rebuild them all as and when time permits. This will then give us additional storage space once it is secure and ready to go back outside.

Workshop Update - Trevor England/Chris Smith

Bulleid S1469

This carriage has completed the 2021 Dining services on the Embsay and Bolton Abbey Railway, and has been well received. It has also been used on their Santa train services.

They have a BR Mark 1 TSO carriage in their workshop which will replace the Bulleid once it is completed. The progress on this will dictate when the Bulleid will return to us. The arrangements at the present time are that it will be made available to them if required in 2022. Once it returns to the museum the PMV will have to go back outside and it will come into the workshop to be refreshed and return it to our museum standards.



VCT Bulleid Carriage being hauled by Cumbria at Bolton Abbey on New Years Day 2022
Photo : Will Smith

The Future of Diesel Railbus E79962 - *Trevor England*

When we took on the DRB in 2013 we were hopeful to return it to working order in time for the 60th anniversary of it being introduced to traffic in 1958. Once we had removed the asbestos and floor covering at the Keighley end and inspected the brake discs it was apparent that that time scale could not be achieved. As the one of four that could be restored to original condition we agreed that we should consider this as the next major project for the workshop team once the Midland carriage was completed. This latter restoration has taken far longer than originally expected so this has impacted on when we could start the major work on the DRB.

The plan was to restore the DRB to working condition to occasionally work on the Keighley and Worth Valley Railway and visit other preserved railways. It could also operate in Ingrow yard as a mobile classroom for school visits. We are now over eight years on and a number of significant changes have taken place. The workshop team is not as big as it was in previous years and those still involved are not able to carry out the physical work they once did. None of the VCT volunteers that were DRB drivers are now in operational roles on the railway. On top of that the engineer who was planned to resolve the brake disc problems has parted company with the railway engineering workshop where we had previously carried out the axle work on Bellerophon. By the time we are able to return the DRB to working order what will be the situation regarding diesel engines built in the 1950's and the fact that we are planning to use this on school visits.



DRB Keighley End in Workshop - Photo: Richard Jones

The Future of Diesel Railbus E79962 - *Trevor England*

As the vehicle stands at the moment it is unlikely to receive the hoped for funding from the NHLF so we need a plan on how we move forward. We have spent up to £15,000 to remove the asbestos and purchase the new seat covering and sections of flooring. It is our belief that it is unlikely to have a long term future if VCT were to decide not to progress some form of restoration. We took on the vehicle to avoid the risk of it being sent for scrap. If we don't more the project forward we believe that we would have failed in our original objective.



DRB Oxenhope End in Workshop - Photo: Richard Jones

The Future of Diesel Railbus E79962 - *Trevor England*

We now propose that we should adjust our plan to see the vehicle being restored to a static condition. This would allow for a future plan, either within VCT or with another owner, to restore it to working order in years to come. We would like to reinstate the engine once the wheels, axle boxes and springs, etc. are reinstated under the Midland carriage. The next requirement will be to draw up a plan to restore the Keighley end section as we did many years ago on the Bulleid carriage. This would include repairs to the floor, reinstating the exterior panelling and ceiling, replacing the interior panelling with the original type of wood, sending the seating away for powder coating, chroming, and the seat covering fitted. We believe this could be achieved with £10,000 from general funds. Once we have completed the Keighley end we should then review the costs before proceeding with the Oxenhope end.

We would appreciate the views of members to have a clear steer before we go forward.



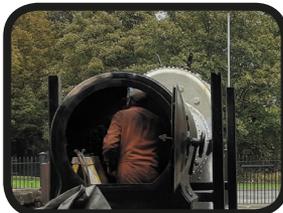
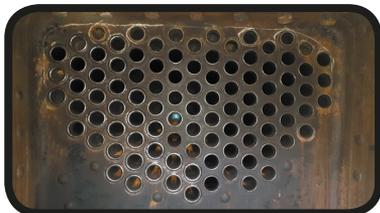
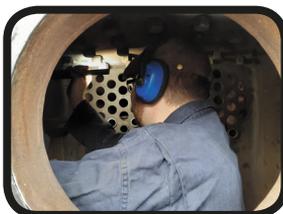
DRB Interior Keighley End- Photo: Richard Jones

Locomotives Update - Ian Smith

Work is continuing on **Sir Berkeley** at Middleton, with all boiler tubes now in situ and being expanded - this work has had to be suspended at weekends because it's very noisy and is interfering with Santa! It was also decided that the top of the smoke box was getting rather thin, so this has been removed and a new section is to be made and welded and then rivet back in. On the chassis, refitting of equipment is coming along nicely with the brake rigging and con-rods now back on. The repainting of the loco is continuing very well as weather permits. The engine is on course for steaming early in the season and we should be able to see her operational in 2022.



Sir Berkeleys Frames - Photo: Ian Smith



Close up of the lining on the wheels and work on the boiler and smokebox - Photos: Robert Taggart

Bellerophon is currently still in store at Foxfield, but negotiations are well in hand for an overhaul to take place shortly. This will include new tyres and a boiler overhaul and we hope the loco will be in steam for her 150th anniversary in 2024. More details in the next Chronicle.



IN MOTION

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Chris Smith checking the loading of Midland Carriage Wheelsets for Tyre Turning Photo: Bob Sprot

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