

Vintage Carriages Trust

Members' *Newsletter*: April 2009

To help celebrate
VCT's Twenty Years at Ingrow
you are invited to attend a
Chairman's Day
at the Museum of Rail Travel
on Saturday 9th May 2009

All welcome – members, friends and all other interested people.

Talks: Demonstrations: Refreshments
See details below.

Our Chairman, Trevor England (seen here cleaning buffers after a recent shunt of the carriages in our Museum – this will avoid our visitors getting grease on to their clothing) **writes:**



“On 9th May 2009 I am inviting our members, invited guests and visitors to join me in a day of celebration.

The Vintage Carriages Trust had already been part of the Keighley and Worth Valley Railway scene for over twenty years when it decided to create its own facilities. A further twenty years, and we celebrate the progress since the start of the construction of the building which has become the Museum of Rail Travel. This year has seen the Museum move on to Accredited

Museum status from the previous Registered status. In line with this achievement we are to hold an Open Day on Saturday 9th May with short talks by some of those involved, along with “behind the scenes” tours of the restoration in progress.

The programme, timings and speakers planned are as follows:

- ◆ 12 noon: **“The history of the Vintage Carriages Trust from its beginning to Accreditation”**: Trevor England, VCT Chairman.
- ◆ 1 pm: **“Museum interpretation and access to the Museum Collection”**: Dave Carr, VCT Secretary.
- ◆ 2 pm: **“The Museum collection used in filming”**: Paul Holroyd, VCT Film Liaison Officer.
- ◆ 3 pm: **“Restoration and Conservation of the Museum Collection”**: Mike Holmes, VCT Vice-Chairman.
- ◆ 4 pm: **“The Vintage Carriages Trust in the Museum World”**: Richard Gibbon, VCT Curatorial Advisor.

The museum will be open from 10 am to 5 pm. Workshop tours will take place hourly on the half hour from 11.30 am to 3.30 pm. Buffet refreshments will be available from 12.30 until 3.30 pm.

To assist in particular with catering it would be helpful if those who will be attending could email admin@vintagecarriagestrust.org or write to me at Vintage Carriages Trust, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.”

The following article appeared in the “VCT News” of twenty years ago, in March 1989:

“Ingrow Carriage Shed – after a lull of visible progress, whilst major fund raising was carried out, the next few months will see the shed built to completion. At the end of February detailing of the final shed plans were in progress. At the beginning of March further foundation work is due to start. Erection of the frame will begin before the end of May. The end of August will see the shed completed

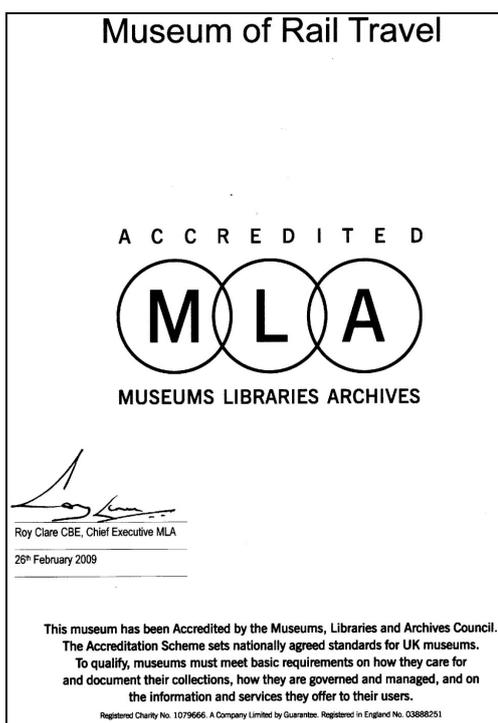
with roof, cladding walls, doors and track in position ready for use. This progress has only been made possible by the generous donations and loans from members and friends of both the VCT and Worth Valley Railway and Grants from the Museums and Galleries Commission and the English Tourist Board.”

It's no wonder that our Chairman, Trevor England, is very keen to celebrate the twenty years of VCT achievements since this momentous move in the 1980s and to commemorate what we have achieved at Ingrow and elsewhere in those twenty years.

Accreditation

Trevor highlights in his invitation the good news that the Museum has achieved Accreditation under the MLA (Museums Libraries & Archives) Accreditation Scheme.

Richard Gibbon OBE, our Curatorial Advisor, was delighted to learn of this success. He writes:



“We live in an increasingly “measured” society where it is expected that everything we deal with has been rigorously assessed. This applies to our children, our hotels, our schools, our own work performance and even our house insulation! Of course Museums are not exempt from this process, and the VCT has just emerged with honours from this process. (If only the banking organisations had been subjected to the same constraints as our museums have to go through!) The checks are there to make sure that systems and activities conform to Nationally-agreed safeguards and standards under the umbrella body called MLA (Museums Libraries & Archives).

The performance measurement system is known as “Museum Accreditation”. What is really remarkable and makes this qualification special for us is that our Museum is volunteer run and is a very small fish in a big sea. So I say well done to all those who worked so hard to get the Museum's systems through all the hoops to get full Accreditation, but also please spare a thought for the work of those who have been doing things properly behind the scenes all those years, which now enable us to pass with flying colours! Getting Accredited

means that the VCT is going to be in a much better and more respected position within its wider community to be eligible for grants, awards and partnerships. It is a great achievement of which our members and we are all very proud!"

Richard refers to the Museum as being "volunteer run and is a very small fish in a big sea". Certainly nothing of the last 20 years would have been possible without the efforts of our volunteers and, we now add, our three very dedicated employed people. A vital part is played by those who look after the retail and public-facing elements of the Trust and keep

things looking good, clean and attractive – helped by flowerbeds and well-mounted displays. If you can offer your enthusiasm and your time to help here and elsewhere in the Trust please do get in touch by any of the means shown at the end of this *Newsletter*.

You will be made very welcome!



Volunteers and Workers: Here a happy band of VCT Helpers hang about waiting eagerly for their assignments – there is plenty of room on the line for more willing hands.

"Hunt the Helpers" is a favourite game for our very youngest visitors with the possibility of a small prize in the monthly draw. The postcodes of their addresses provide us with a valuable visitor survey tool. These particular "Helpers" have just enjoyed a good wash as part of the Museum's spring cleaning programme!

From the Membership Secretary

Jeanette Achilles writes:

I write this on the first sunny Saturday of 2009, after some cold but quietly absorbing Winter weekends spent upstairs at the Museum renewing all the VCT membership subscriptions that arrived steadily since mid-December.

The heating may best be described as cantankerous, and responding to the renewals quite time-consuming, but it has also been interesting for me, as the new membership secretary, in gaining an idea of how the members feel about being part of the VCT. There have been lots of encouraging comments written on your renewals - often mentioning committee members or conservators by name, some very encouraging Christmas cards and good wishes, some technical queries regarding carriage restoration, and of course your very kind donations.

Some members have visited the museum in the past few months to renew their subscriptions and I hope you feel that we have made you welcome.

We are pleased to welcome the following new members: Mr A Jewell (London), Miss I Hearn (Keighley), James Langley (Leeds), Mr C Miller (Co. Meath), Lee-James Worsfold (Cleveland) and Craig Mullender (Rochdale). 'Welcome back!' to two prior members who have rejoined: Mr K Fullard (Notts) and Mr P J Whittle (Harrogate).

Seven of our existing members decided to convert to life membership in the special offer renewal period. We are very pleased that they have shown us such support through their commitment.

If you have not yet renewed your membership for 2009, please consider doing so. If you have decided not to renew your membership I would be grateful if you could confirm this (you can e-mail us at admin@vintagecarriagetrust.org and if it is because you are unhappy with anything about the Vintage Carriages Trust then please let us know so that we can try to put things right. Unfortunately this will be the last *Newsletter* we can afford to send out to any who do not renew in the very near future.

Despite a small rise in the subscription this year, we try to keep the cost of joining the VCT as low as possible.

We give our members value for money with the *Newsletter*, an e-mail alert service, a website which is regularly updated by our working members, six Vintage Carriage days to be held on the Worth Valley Railway this year (fares

Locomotive News

News on the locomotive front is limited. Foxfield Railway has been working on the winter maintenance of **Bellerophon**. It is intended that the locomotive will be in steam from time to time over the summer, notably at Foxfield's Summer Steam Gala on 25th July and at the Victorian Fête on 6th September.

As always we suggest keeping a close eye on the Foxfield Railway's website www.foxfieldrailway.co.uk for any forthcoming events. We recommend that you double check by phone before setting off (01782 259667).

will apply). I look forward to the forthcoming 'Chairman's Day' on May 9th.

On a final note, thank you to all the VCT members for bearing with me in my first attempt at tackling the membership renewal. I hope to see some of you at our Vintage Carriage days in Spring and Summer and the Chairman's day on May 9th."

This also applies to **Sir Berkeley** at the Middleton Railway. At the time of writing details of *Sir Berkeley's* operating dates (and indeed of those for the other locomotives of the Middleton Railway) are not available. Again, we would suggest checking the Middleton's website www.middletonrailway.org.uk and ringing before setting off (0113 271 0320).

Lord Mayor continues to await his (her?) moment of glory when money, time and expertise come together – which won't be just yet.



Here we see *Lord Mayor* in happier steaming days posing in front of the future location of the VCT Museum at Ingrow where he now spends his happy if not very active days.

Having said that: Lord Mayor was out and about on a filming assignment quite recently – as Paul Holroyd writes:

"On 11th March we were delighted to provide *Lord Mayor* and three carriages as part of a media launch for Pennine Yorkshire Tourism's film competition. From 1870, Bamforth's of Holmfirth became well known as producers of postcards – especially the comic variety. What is not as well known is that Bamforth's were pioneers in film production. Around 1900 they produced *A Kiss in the Tunnel*, which was filmed at Queensbury tunnel, inside the Bamforth's studio at Holmfirth, and at Monsal Dale in Derbyshire.

We were delighted to help Pennine Yorkshire Tourism by supplying our stock for a re-creation of



A Kiss in the Tunnel. (This featured our Manchester, Sheffield & Lincolnshire Railway/Great Central Railway four-wheeler, as shown on the photo – not shown was *Lord Mayor* at the head of the train and our two Great Northern Railway carriages. A Worth Valley Railway diesel locomotive was also in attendance, providing motive power.) The media launch was featured prominently in the following day's *Yorkshire Post*. If you click on the News Archive page of our website, you can watch a video filmed by the *Telegraph & Argus*.

We have a couple of other links to Bamforth's.

News from the Workshop

Chris Smith, with assistance from Stuart Mellin, Michael Cope and others from the small midweek volunteer team, successfully completed the necessary repaint of the **Met. Brake** in time (just!) for it (together with the nine-compartment Met) to go to the National Railway Museum in York in early February. This was for the NRM's "Family Fund Days", held over the February half-term holiday. We were delighted to hear that this event proved a good success, despite a quietish start – and even more delighted that the NRM was very well pleased with our two carriages. They well satisfied the NRM's requirements: high capacity, lots of doors for quick loading and unloading – and are good-looking "heritage" carriages!

The repaint was of course from the Oxford Blue and Primrose "Worth Valley Railway Re-Opening" livery this coach carried last year to help celebrate the Railway's forty years of operation, and was to its "Metropolitan Line of London Transport" livery. Chris achieved an excellent finish, despite the work being done in the rather cool and somewhat damp weather of January and February. Unexpectedly, the main problem was with the Workshop heaters – when turned on, paint under the heaters dried far too quickly: and when turned off, it rapidly became far too cold to apply paint (let alone to work!).

As the same time, we took the opportunity to update the many surviving original plate-glass window panes to modern safety glass. This was quite expensive, but these days we have no choice but to satisfy the overall requirements of present-day "Health and Safety" thinking.

The Bamforth's version has been issued commercially by Video 125 in their programme *Trains from the Arc*, for which John Huntley of the Huntley Film Archive visited Oakworth to do some colour filming of *Bellerophon* and GNR No. 589. Bamforth's were taken over by ETW Dennis of Scarborough, who collapsed in 2000. The Bamforth's name is now owned by a company based in Hunslet, Leeds, a stone's throw from the Middleton Railway.

For anyone interested in railway films, an updated second edition of *Horton's Guide to Britain's Railways in Feature Films* was due to be published by Silver Link at the end of March."

There was time also for adding the "London Transport" and other lettering. This was done by David Willoughby of Studio 127 of East Parade, Keighley – seen in action in the photo. Historically the lettering was applied as a transfer, but these days the process involves a computer and vinyls. The final effect is very satisfactory, however.



Space liberated whilst the carriages were at the National Railway Museum allowed Chris to do some contract work for us. This followed work done a year ago on DMBS (Driving Motor Brake Second) No. 51189, being one of the two Class

101 diesel railcars the Worth Valley Railway purchased almost three years ago. This time it was the turn of the other one of these two, **Driving Motor Composite Lavatory (DMCL) No. 51803**. Chris's tasks – very successfully accomplished – included attention to the roof, weld-patching the many defective areas of the bodywork, and then making these good. After that he gave the whole vehicle a protective coat of paint. This wasn't to "finish paint" standards, but was intended to provide good protection from the elements until this vehicle could be given a full repaint.

However, changing priorities within the Railway's Diesel Railcar Committee resulted in a slight change of plan. Following this, when our two Metropolitan carriages returned from the National Railway Museum, the nine-compartment was temporarily moved to the Oxenhope Exhibition Shed, with the Brake carriage on display in our Museum – and 51803 returned to the now-available space in our Workshop. This allowed Chris to finish-paint this vehicle to his customary high standards.

At the time of writing all the preparatory work, priming, undercoat and intercoat is completed (this is the condition seen in the photo). Only the final topcoat is yet to be done, hopefully to be followed by lining and lettering before this vehicle leaves us.



Chris has been very much the lead person for this work, with assistance given by a number of others notably including Mick Tarran and Mike Holmes.

Chris (and Mick, and Mike) had a brief involvement with yet another railcar vehicle. This was **Class 101 DMCL No. 53268**, bought by the Railway just for the bogies and other spares back in July 2006. Final scrapping took place at Ingrow late March/early April. Unfortunately there were problems with the Contractor running well behind schedule to such an extent that Chris was asked to assist with this work, which held up work on 51803 for some days. However, the remains of this vehicle (or at the least, most of them) have now departed and we are pleased no longer to have this derelict vehicle parked on the line beside our Museum.

As you might expect the Railway is paying for this work on the DMU vehicles, on a "cost plus a little" basis. We look forward to possible extension of this sort of work, both to the Railway and also hopefully to outside bodies.

Work on our own carriages has been a little spasmodic over these past several weeks due to all this DMU activity. However, Stuart Mellin was able to obtain the safety glass necessary to replace the non-safety version remaining in a number of the advertisement frames within the compartments of the **First Class Met**, which was then fitted by Michael Cope. This again was part of bringing safety aspects of all our carriages up to present day standards – similar

work will follow for the other two Met. carriages in the near future. Expensive, but highly advisable!

Once DMU 51803 has been completed and has departed, the **Met Brake** will go in the Workshop so that the previously-mentioned bogie work can be carried out. It's worth noting that this bogie represents the last one amongst our fleet needing attention – so completing this bogie will represent a significant milestone. The work needed is much as before: notably attention to pins and bushes of the brake linkage and tyre turning. As previously, tyre turning will be expensive. Currently we are investigating just where (and when) this will take place. There's a small possibility that this may be delayed

until next year when the carriage hopefully will be travelling Southwards as part of its Centenary celebrations – but we still need to get on with the rest of the work on this bogie.

Work on the **Bulleid** carriage continues steadily, with Robin Bannier now having very nearly completed the two saloons. The recently-purchased length of "Parentheses" pattern moquette has helped very much with this – repeated thanks to all those who kindly made donations towards the cost of this. Meantime, Ray Sowerby on his regular visits continues to make good progress with the toilets. Also John

Chris Smyth writes...

"O King, Live for Ever!" cried the High Priest; and immediately the King lived for ever. Sadly, back here in the real world, we cannot achieve such miracles. Perhaps the best we can manage is "Live Long and Prosper", which Trekkies will recognise as a Vulcan salutation. Which leads, I fear, to the regular reminder to make sure that you have a Will, and that it is up to date.

VCT will be delighted to receive your monetary bequest, perhaps as a small percentage of the residue of your estate. Since VCT is a Charity any such gift is ignored for Inheritance Tax purposes. Virtually all unconditional bequests of railway related "things" are also most welcome. As well as our regularly-requested books and magazines we have a ready market for models, hardware of all shapes and sizes, pictures, tickets, luggage labels and photographs. While we will occasionally retain a special item for the Museum in most cases we will 'sell on' such material. However the very fact that someone, usually a Yorkshireman, pays good money for something is a reasonable warranty of its long-term future.

There is one type of gift which does present difficulty – 'tired' electrical or electronic equipment. This is usually impossible for VCT to use and is quite expensive to dispose of.

If there is a specific item which you want VCT to add to its collection please discuss it with us now. It may be inappropriate for VCT, in which case we

Boddy again on his regular visits amongst other things has completed the roof painting to a point where the next step is to secure the roof route board mounts, together with their backing plates, in position. We still need to put the completed second bogie back into position and assemble the end connector diaphragms – but there's not a great deal else to do and we scent *completion* of the Bulleid's restoration!

may be able to suggest a more suitable recipient. Or it may be impossible for the Trust to look after you treasure properly without a cash "dowry" to support it, a problem which should be discussed now rather than later.

Or have you possessions whose value is greatly enhanced by some link of which only you are aware? For example a letter proving the origin of a piece of otherwise anonymous hardware. Even the 'code' you use to file your photographs may not be obvious to others. Perhaps some of your books form a 'full set' which should be kept together. A little time spent writing up such information could be well invested.

Which leads to one final point – "giving with a warm hand". If you are downsizing, or even 'just' spring cleaning, perhaps this is the time to move on some one time treasures which are now distinctly underfoot. We may well be able to help with transport. However beware of then visiting the VCT shop – in case you are tempted to buy goodies to fill the space you have just created! We would particularly like to thank Keith Pitts (a valued working member on our sales side) and Alec Kinghorn for their donations of books and in Keith's case a wide variety of ephemera accumulated over the years. Please remember if something you wish to dispose of is railway-related, let us know – it may be something which can help the Trust.

Dates for your Diary

Please note that these are always subject to change. Please check before leaving home.

May Day Bank Holiday: Sunday 3rd and Monday 4th May: Vintage Trains on the Worth Valley Railway. Our nine-compartment Third Metropolitan Railway carriage will be in use, together with carriages from the Lancashire & Yorkshire Railway Trust and the North Eastern Saloon (serving cream teas – advance reservation essential).

Saturday 9th May: Vintage Carriages Trust's Chairman's Day (for details, please see page 1 of this *Newsletter*).

Spring Bank Holiday: Sunday 24th and Monday 25th May: vintage trains on the Worth Valley Railway – this time using our First Class and nine compartment Third Metropolitan railway

carriages, plus our Great Northern bogie carriage No. 2856 (available exclusively for VCT Members and invited guests) and the North Eastern Railway saloon (with cream teas, as before).

Please remember that the seating capacity of No. 2856 is very limited!

Friday, Saturday & Sunday 26th to 28th June: Worth Valley Railway Steam Gala. Visiting LMS "Jubilee" class locomotive 45690 *Leander* will be hauling excursions to Skipton and Hellifield over the weekend, with one evening trip continuing over the Ribbleshead Viaduct on the Settle & Carlisle Railway. The other major visiting locomotive will be the National Railway Museum's Great Central Railway

04 No. 63601, based at Loughborough: this loco will be in use on the Worth Valley Railway, only. Other Worth Valley Railway Vintage Train days this year will take place on **Sundays 5th July and 2nd August**. These are expected to be made up of VCT's

nine-compartment Third Met. carriage and carriages from the L&Y Trust.

And, subject to confirmation: **Saturday 26th & Sunday 27th September**: "Family Fun Day" on the Railway..

Museums at Night: 15th, 16th & 17th May



We will be taking part in this event, which is organised by "Culture 24", funded by MLA (Museums, Libraries & Archives). This is a Europe-wide event in which Museums large and small open their doors late into the evening. Look out for any Museums near you taking part by staging special events and/or late opening.

Our Museum of Rail Travel will stay open until 10 pm on each of these three evenings: FREE entry, but no unaccompanied children and last entry 9.30 pm.

A Vintage Bus service to and from the Brontë Parsonage Museum (calling also at Haworth Railway Station) will operate in connection with our late opening, and will be provided by the Aire Valley Transport Group. This also will be FREE – but

donations will be gratefully received! Timings for all three nights are: depart Ingrow 6 pm, arrive Brontë Parsonage Museum 6.15 pm, back to Ingrow for 6.30 pm. Then leave Ingrow at 8 pm, arrive Brontë Parsonage Museum 8.15 pm, leave 8.30 pm, back to Ingrow 8.45 pm. Then leave Ingrow 9.45 pm, terminates at Brontë Parsonage Museum 10 pm.

Other Notices

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". Opening times for their depot at Longueville and railtour information is on their website www.ajecta.org. Longueville is close to Provins, at the outer extremity of the Paris suburban rail network.

Contact information: AJECTA, Dépôt des Machines, Rue Louis Patriez, 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.

VCT Working Weekends take place on the second *full* weekend of each month. So: dates for the next few months are: **May 9th/10th: June 13th/14th: July 11th/12th: August 8th/9th: and September 12th/13th**. (Normally there's more happening on the Saturday than on the Sunday.)

Working Evenings take place on the first and third Wednesday of each month. If you are able to join us to work at other times including midweek (any day, but Tuesdays for preference) please ring – normally we can find something you might like to tackle!

Every Saturday and Sunday we need volunteers to look after our sales counter, and our visitors. If you can help even if it is only occasionally do get in touch: please ring 01535 680425 or email us on admin@vintagecarriagestrust.org

Gift Aid. If you haven't as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so, using the form that should be enclosed with this copy of the *Newsletter*? If you do not pay Income Tax or

if you do not wish to take part in the Gift Aid scheme, would you please write "I do not wish to participate" across this form and return it to the Trust.

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!

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

Donations: Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that is "railway" is of interest: railway magazines, books and especially model railway equipment for selling through our shop and the website. (But please note that waste disposal regulations mean that we can't always accept any electrical or electronic equipment – so please check with us first should you wish to donate any such item).

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

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